



Transportation Improvement Board
July 24-25, 2003 – Vancouver, Washington
Location: Red Lion Hotel at the Quay
100 Columbia Street
Vancouver, WA 98660
(360) 694-8341

July 24, 2003
WORK SESSION AGENDA

WORK SESSION

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DINNER (*on your own*)



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July 25, 2003 - 9:00 AM
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Transportation Performance Audits

July 24, 2005

BACKGROUND

The State Auditor's Office regularly audits state and local government agencies. These fiscal audits focus on accounting controls and statutory compliance. Performance audits, on the other hand, focus on the operational effectiveness and efficiency of an organization or program. These audits are most typically conducted through the Joint Legislative Audit and Review Committee (JLARC) at the direction of the Legislature. Neither the State Auditor nor JLARC conduct regular scheduled performance audits of agencies.

Since 1991 there have been eight performance audits performed (seven since 1998) on the three major transportation-related agencies: Department of Licensing (DOL); Washington State Patrol (WSP); and the Department of Transportation (DOT). All of the performance audits had recommendations to improve the efficiency and effectiveness of the agency and/or programs. Many (but not all) of the recommendations were implemented.

Most recently, there have been initiatives or referenda that required some form of performance auditing of transportation agencies. Referendum 51 contained provisions requiring a new citizen board to analyze and report on the expenditures and progress of new transportation projects that were to be funded with the new taxes proposed in that measure. Initiative 745 would have required (among other things) the State Auditor to conduct transportation performance audits. Proposed Initiative 257 would have required the State Auditor to conduct performance audits of all state agencies.

The 2003 Legislature passed Substitute Senate Bill 5748 creating the Transportation Performance Audit Board. The objectives of the Transportation Performance Audit Board are to undertake a program of audits to produce independent reports with the purpose of:

- Promoting a well informed electorate by ensuring that Legislative members, as the elected representatives of the people, are provided with accurate, complete and relevant information about the management of public sector resources; and
- Promoting the economic, efficient and effective use of public resources by providing the Legislature, the Governor and public sector officials with independent advice relating to improving the management of those resources.

STATUS

The Transportation Performance Audit Board (TPAB) consists of the majority and minority leaders of the House and Senate Transportation Committees, five citizens with expertise in delivering transportation services, one gubernatorial appointee and one ex-officio member. The citizen members are nominated by professional associations and appointed by the Governor for four-year terms. The ex-officio member is the State Legislative Auditor. The Legislative Transportation Committee (LTC) provides staff services to the Board. The TPAB is created to direct a two-step performance review and audit process.

Step 1. Performance Reviews: The TPAB develops schedules and methodology for conducting performance reviews of transportation agencies. Reviews of agency performance and outcome measures provide the TPAB with information necessary to determine if a full functional or performance audit is needed. At the request of the TPAB, the Executive Committee of LTC may request the State Legislative Auditor to conduct a full functional or performance audit. To the greatest extent possible, the Legislative Auditor shall contract with the private sector for audit services. The Joint Legislative Audit Review Committee receives cost-reimbursement from LTC for audit services or consultant services provided through contract.

Step 2. Performance Audits: If a functional or performance audit is warranted, the Legislative Auditor develops an audit scope. The Executive Committee of LTC and Audit Board must approve the audit scope. The audit scope may include nine specific elements: (1) identification of cost savings; (2) identification of services that can be reduced or eliminated; (3) identification of programs or services that can be transferred to the private sector; (4) analysis of gaps or overlaps in programs or services and recommendations to correct gaps or overlaps; (5) feasibility of pooling information technology systems; (6) analysis of the roles and functions, and recommendations to change or eliminate roles or functions; (7) recommendations for statutory or regulatory changes that may be necessary to properly carry out its functions; (8) analysis of performance data, performance measures, and self-assessment systems; and (9) identification of best practices.

The aim of these audits is to provide the legislature with independent assessments about whether government programs are implemented and administered economically, efficiently, and effectively, and whether members of the Legislature and the public are being provided with fair and reliable information regarding organizational and program performance.

Performance audits look at the organizational and program elements of government performance, and consider whether public sector managers are:

- Making the best use of public funds; and
- Adequately accounting for the prudent and effective management of the resources entrusted to them.

In completing these audits, performance auditors collect and analyse information about how resources are managed to determine whether government organizations and programs actually provide value for money. If they do not, or if the audit is unable to assess results directly, the audit examines management's processes to determine what problems exist or whether the processes are capable of ensuring that value is received for money spent.

Performance auditors will also assess whether legislators and the public have been given an adequate explanation of what has been accomplished with the resources provided to public sector managers. Performance audits are not designed to question government policy decisions, although they may extend to an audit of the information leading to policy decisions. Further, in considering whether the programs implemented to achieve government policies are being administered economically and efficiently, performance audits may also consider the effectiveness of an entity's performance in achieving its objectives and the actual impact of activities compared with the intended impact.

RECOMMENDATION

Staff recommends the topic be placed on the agenda of the upcoming Board Retreat and that a consultant familiar with performance audits be retained to facilitate the discussion.



Urban Area Revisions

July 24, 2005

BACKGROUND

For the Arterial Improvement Program (AIP) and the Transportation Partnership Program (TPP), eligible projects are those on the federally functionally classified arterial system and within the urban or urbanized areas as defined by the Federal Highway Administration. These classifications and areas are routinely adjusted every ten years following a Census. The adjustments based on the 2000 Census are currently underway. There are two definitions used: "Urbanized Area" has a population of 50,000 or more, and may encompass several communities; and "Urban Area" which has a population of 5,000 to 49,999, and most often includes only one city or contiguous cities. For incorporated cities and towns with populations under 5,000, the federal area is the same as the city limits.

The Federal Highway Administration (FHWA), in conjunction with WSDOT, reviews urban area maps submitted by the Metropolitan Planning Organizations (MPO) and Regional Transportation Planning Organizations (RTPO) across the state. For the first time, the urban areas being adopted by FHWA will match Bureau of the Census "Tracts." As a result, some areas that were previously outside "federal urban areas" will now be included. For TIB, a few small cities will be added to the handful eligible to apply for AIP as well as Small City Program (SCP) funding. Among them are Asotin (part of the Lewiston, Idaho-Clarkston, Washington Urbanized Area) and Rock Island (part of the Wenatchee Urbanized Area). In addition, all of Vashon Island; parts of Camano Island; and the Hockinson area northeast of Vancouver in unincorporated Clark County will now become eligible for AIP, TPP, and Urban Pedestrian Safety & Mobility Program (U/PSMP) funding.

STATUS

TIB and CRAB have been represented on the informal "urban area boundary review team" as the process continues. So far, about 29 of 38 "Urbanized" and "Urban" maps have been reviewed and approved by FHWA and six area maps are under review. Four areas (King County, Vashon Island, Kittitas County and Asotin County) are still being prepared for submittal by the local MPO or RTPO.

As eligibility for AIP and TPP projects is dependent upon the project being located within the federal "urbanized" or "urban" area, the applications for the FY 2005 funding cycle (due August 29, 2003) will be checked against the new maps approved by FHWA. If the new map for an area has not been approved by FHWA by August 29th, TIB will use the old map to determine FY 2005 project eligibility.

RECOMMENDATION

There is no staff recommendation at this time. This is an informational item only.

**Maps of Urbanized and Urban Areas
in
Washington State
July 15, 2003**

Approved by FHWA

Aberdeen/Hoquiam/Cosmopolis	APPROVED BY FHWA 20030630
Anacortes	APPROVED BY FHWA 20030630
Centralia/Chehalis	APPROVED BY FHWA 20030630
Cheney	APPROVED BY FHWA 20030630
Ephrata	APPROVED BY FHWA 20030630
Ferndale	APPROVED BY FHWA 20030630
Grandview	APPROVED BY FHWA 20030630
Hockinson	APPROVED-Combined with Vancouver Map
Kennewick/Richland/Pasco	APPROVED BY FHWA 20030630
Lynden	APPROVED BY FHWA 20030630
Moses Lake	APPROVED BY FHWA 20030630
Oak Harbor	APPROVED BY FHWA 20030630
Olympia/Lacey/Tumwater	APPROVED BY FHWA 20030630
Othello	APPROVED BY FHWA 20030630
Port Angeles	APPROVED BY FHWA 20030630
Port Townsend	APPROVED BY FHWA 20030630
Pullman	APPROVED BY FHWA 20030630
Quincy	APPROVED BY FHWA 20030630
Seattle/Tacoma/Everett Pierce County	APPROVED BY FHWA 20030630
Shelton	APPROVED BY FHWA 20030630
Spokane/Spokane Valley	APPROVED BY FHWA 20030630
Sunnyside	APPROVED BY FHWA 20030630
Toppenish	APPROVED BY FHWA 20030630
Vancouver/Camas/Battle Ground	APPROVED BY FHWA 20030630
Walla Walla/College Place	APPROVED BY FHWA 20030630
Wenatchee/East Wenatchee	APPROVED BY FHWA 20030630
Yakima/Selah/Union Gap	APPROVED BY FHWA 20030630

Maps Ready for Re-Signature

Ferndale	CHANGES ADJACENT WITH BELLINGHAM
Lynden	SIDE OF BORDER STREET ADJUSTMENTS

Maps Ready for Signature

Bellingham	MAP READY
Camano (Island)	MAP READY
Longview/Kelso	MAP READY
Mount Vernon/Burlington/Sedro-Woolley	MAP READY

Minor Issues Remain

Ellensburg
Lewiston/Clarkston
Seattle/Tacoma/Everett Snohomish County

Substantial Issues Remain

Bremerton/Bainbridge Island/Port Orchard
Seattle/Tacoma/Everett King County
Seattle/Tacoma/Everett Kitsap County
Vashon (Island)



TIB Program Development

July 25, 2003

BACKGROUND

The TIB program development project will examine all funding programs to analyze customer issues, program effectiveness and improvement opportunities. The Director plans to present recommendations to the Board for minor and potentially major program modifications. The project was started in response to customer feedback and an indication from certain performance data that suggest the need for at least some minor program adjustments. For example, average TIB funding per project has been relatively steady at about \$800,000 to \$1 million, while average project cost has increased markedly.

STATUS

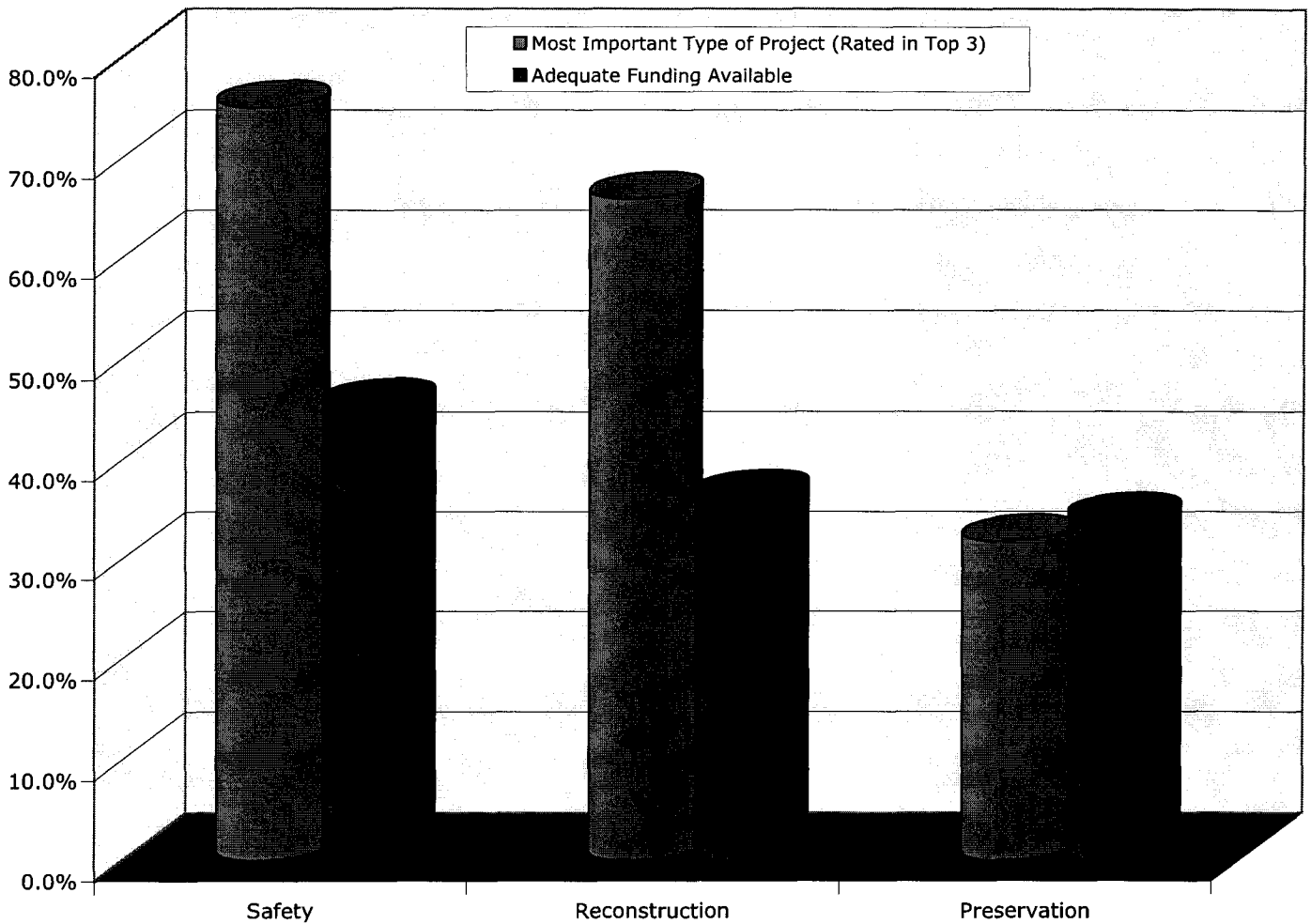
TIB staff has begun to analyze a number of program development issues collected from customer comments, performance data and identified by the Director. Following are some of the early issues identified by staff:

- Statewide allocation method distributes money into very small increments.
- TPP and AIP project types are too similar, and TPP encouragement of multiple funding partners may not be necessary.
- Older mid-sized communities have concerns that TIB programs do not address their needs.
- High-ranking safety projects in AIP may not be funded due to low condition scores.
- Sidewalk & pathway policies need review.
- Minimum local participation levels were suggested by Senate Chair.
- Landscaping costs calculation may not be fair.
- Small city transition to urban needs review.
- Sixty percent indirect costs limitation needs review.
- Projects lose when submitted to wrong program.
- Consider sliding scale of local participation in SafeTEA match projects.
- Low percentage criteria may not affect project rank.

Results from the Program Development Survey are attached.

The staff retreat in August and the Board retreat in September will focus on the program development project.

Program Development Survey Results



Summary of comments for the question "What new programs or modifications to existing TIB programs would you like to see?":

Program Enhancements/Criteria Changes:

1. I would like TIB programs to be flexible in regards to cost changes throughout project development.
2. Local match funds are very hard to come by. It would be helpful if the required match money amounts were reduced.
3. The small cities have lost so much funding from eliminating the sales tax equalization. We cannot afford street maintenance let alone projects. The match needs to be 0% and there needs to be more funding. We applied last year for the third time on a very deserving project and did not score high enough to be successful. We need more money available so that all worthy projects in small cities can be funded over a five-year period. Worthy projects to me are those that improve safety and improve or reconstruct existing infrastructure. The biggest success to me of our funding received is the improvements we have made to roads and sidewalks that have been in place since the 1940's.
4. More consideration given to lower volume roadways in eastern Washington. It is hard to meet the rating requirements for volume and accident history even though it may be the busiest street in town.
5. Stronger emphasis on restoration and preventative measures.
6. G.H. County has only one urban area eligible for TIB grants, Central Park, located between Aberdeen and Montesano, for the most part has low traffic volumes. There is one grade school located within this area, and we of course would like to see the route competitive, but to date, the county has never received a TIB grant.

7. I feel that the sidewalk program should be changed some way so that it is a preventive safety program rather than based on how many accidents have happened.
8. There needs to be clear differentiation between the criteria for the AIP and TPP. The AIP needs to fund projects related to congestion, safety, and pavement condition, whereas, the TPP needs to fund projects more related to economic development and partnerships. Substantial comments were offered last year in these regards, but were largely ignored in the final version relative to criteria and scoring.
9. More consideration given to preservation and/or reconstruction in scoring criteria. More flexibility and consideration of intangible benefits in assessing safety benefit when scoring applications.
10. Additional points given for applied projects that already have completed design engineering and are only lacking construction funding.

New Programs:

1. More emphasis on safety and pedestrian projects. It seems that money is always harder to come by to take care of these two needs more so than the other categories
2. The small city program was good because it allowed similar sized cities to compete. Unfortunately, if you are not small, then you must be large. Therefore towns with less than 10,000 people are competing with Pierce County, King County, and the larger urban areas. We do not have the matching funds or resources to compete with them. Now that money is unbelievably tight, there are no more crumbs on the floor to scramble for.
3. Reconstruction funds for small cities under 5,000 Pedestrian Safety and Mobility Programs for small cities (under 5,000)
4. More funding for smaller projects in the urban areas around smaller cities (say under 25,000 population). NOTE - we have pretty much stopped applying for TIB funds since we have never had success and the application was so cumbersome. Yet a need remains for road improvements in urban areas close to the cities where these projects don't warrant much priority for city funds and do not qualify for rural arterial program funds.
5. More funding for major street paving projects.
6. Preserving street pavement is a critical infrastructure need for small to medium sized cities that have limited resources (revenues) from which to fund a sustained pavement repair/preservation program. A program that specifically focuses on modernizing urban infrastructure that was originally develop under a much less urbanize environment is needed. This is particularly applicable to cities on the fringe of the Urban Growth Boundary that are now feeling increased urban grow pressure as the larger, more urbanize areas complete the "in fill" envisioned by GMA. These communities typically do not fit in the "urban centers" box and therefore are at a severe disadvantage when competing for Federal funding.
7. The reason for rating the scores low on the adequacy of existing funding versus meeting needs is that there is never enough money to spread around to meet all the demands for transportation improvements. We need to identify a dedicated revenue source that will address the needs and that will increase with inflation.
8. More funding for pavement preservation would be great.
9. Small population GMA planning areas transportation funding
10. The City of Duvall is over 5,000 population and must compete with the larger urban cities. We would like to see the population for small cities raised to 7,500.
11. The creation of a "Medium" City Program for cities between 5,000 and say 15,000 population would be encouraging. A form of preservation-based funding would still be appropriate for medium-sized cities.

General:

1. I am very happy with the existing program.
2. The current programs are excellent.
3. From my point of view, I see no changes needed in the small cities portion of the program. The TIB programs have worked very well and are very important for Cosmopolis.
4. A program to support the exchange of federal dollars for state dollars could shorten the time to completion of non-federalized projects. On project scoring, more consideration should be given to project that have completed right-of-way acquisition, SEPA, obtained all necessary permits and is ready to advertise for bid. The jurisdiction would front the design and right-of-way cost then TIB would allow for a higher match percentage for the construction dollars. This would encourage jurisdictions to only advance project that they are serious about pursuing.



State of Washington
Transportation Improvement Board

Proposed WAC Changes
July 25, 2003

Through an ongoing process improvement effort, TIB staff has identified a number of improvements that streamline and clarify current operational practices. These improvements, reviewed by the Board at past meetings, require changes to Washington Administrative Code (WAC). Necessary WAC changes will be addressed in a public hearing at the July 2003 meeting. The following is a summary of the proposed changes:

WAC 479-01-010 Organization of transportation improvement board

- o Removed reference to the Public Transportation Systems Account (PTSA).
- o Removed selection of STP Statewide Competitive and Enhancement projects.

WAC 479-01-050 Administration costs

- o Removed reference to the PTSA.
- o Removed language specifying administrative costs would be paid in proportion to expenditures. Administrative costs will be paid based on the biennial appropriation.

WAC 479-05-010 Time and place for submission of proposed transportation improvement board projects.

- o Removed reference to predesign phase for deadline to submit prospectus.

WAC 479-05-050 Procedures for project approval.

- o Removed reference to predesign phase.

WAC 479-05-240 Procedure to request increase in board funds.

- o Language added specifying increases will be based on the amount requested at application and not design phase.
- o Removed reference to predesign phase.

WAC 479-12-260 Increases in small city program projects

- o Section repealed.
- o Small City increases will be treated in accordance with WAC 479-05-240 and Board policies on project increases.

WAC 479-12-430 Apportionment of funds to pedestrian safety and mobility program regions

- o Urban Pedestrian Safety and Mobility funds will be apportioned similar to the Small City Program.

WAC 479-01-010 Organization of transportation improvement board. The transportation improvement board is a twenty-one member board, organized under the provisions of chapter 269, Laws of 1995. The board administers the urban arterial trust account((7)) and the transportation improvement account(~~(7) and public transportation systems account~~)). The board evaluates petitions requesting any additions to or deletions from the state highway system and forwards recommendations to the legislature. (~~The board selects projects for the STP statewide competitive program and the enhancement program and forwards the recommended list to the legislature.~~) Board membership is defined in RCW 47.26.121.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-010, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-010, filed 10/30/95, effective 11/30/95. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-010, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-010, filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution Nos. 770, 771 and 772), § 479-01-010, filed 10/26/83; Order 31 (part), § 479-01-010, filed 11/8/67.]

WAC 479-01-050 Administration costs. The board costs for necessary staff services and facilities that are attributable to the urban arterial trust account((7)) and the transportation improvement account(~~(7) and public transportation systems account~~)) shall be paid (~~in proportion to the anticipated expenditures of the accounts~~) as determined by the biennial appropriation.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-050, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-050, filed 10/30/95, effective 11/30/95.]

WAC 479-05-010 Time and place for submission of proposed transportation improvement board projects. Prospectuses for ((~~predesign~~ or)) design phase shall be requested by the board after:

(1) Submitted project applications have been evaluated as to priority;

(2) The legislative appropriation authority has been reviewed and capacity to authorize additional projects determined.

Prospectuses for ((~~predesign phase~~ or)) design phase shall be received by the board by the first day of the month preceding the month in which project authorization is proposed unless a later receipt is approved by the director.

Prospectuses for the construction phase shall be received by the twentieth day of the month preceding the month in which construction project authorization is proposed unless a later receipt date is approved by the director.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, S 479-05-010, filed 11/23/99, effective 12/24/99.]

WAC 479-05-050 Procedures for project approval.

((~~Predesign, d~~)) Design proposals and related construction projects authorized by the board for financial assistance shall be selected for authorization based upon the following factors:

The proposed project scope shall include improvements that will address or mitigate the items for which the project was selected.

The board shall evaluate the project scope and may reduce the project scope if the scope exceeds that which is necessary to address or mitigate items.

The following factors relative to each project, in addition to other factors required by law, shall be evaluated:

(1) Each project shall be evaluated on the availability and source of matching funds.

(2) Construction prospectuses for projects previously approved for design and right of way funding by the board shall be required to be accompanied by the following information demonstrating the readiness of the project to be placed under contract for construction.

(a) A certification from the legislative body or other designated responsible official, of the administering agency, that an environmental impact analysis has been conducted and an environmental impact statement including the conformity with the

WAC (5/13/03 12:32 PM) [1]

state and Federal Clean Air Acts or negative declaration of environmental impact, as appropriate, has been circulated pursuant to chapter 43.21C RCW, and that the results have been utilized in arriving at the decisions reflected in the prospectus for the construction project.

(b) A certification that all right of way required for the project is available or if right of way remains to be acquired that the agency has obtained a possession and use agreement on the parcels in question.

(c) A certification from the legislative body that the project is completely designed and ready to be advertised for bids.

(d) The date the project will be advertised for bids.

(e) Each construction project prospectus shall identify changes between the scope of work of the proposed project and the work contemplated in the current six-year transportation program or the project design prospectus. An explanation and justification for such changes shall also be included.

(f) The board shall consider adjustments to the amount previously requested in accordance with the board's rule on increases in transportation improvement board funds.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-050, filed 11/23/99, effective 12/24/99.]

WAC 479-05-240 Procedure to request increase in board funds. The amount of funds approved will be based upon the amount requested at ((design approval)) project application. This amount may be adjusted from the amount shown in the project application with adequate justification. Board fund increases are not approved at ((~~predesign and~~)) design phase.

Local agencies may request an increase in funds over the amount set forth in the ((~~design phase~~)) application, at the construction phase, bid opening or contract completion of a project in accordance with the following procedures:

(1) At the construction phase all requests shall be reviewed by the director. The director shall report the findings to the board for its review, consideration and final action. The board shall not grant a request for increase at this phase if:

(a) The requested increase is to pay for an expansion of the scope of the work that is beyond the work required to accomplish the intent of the project as approved at the design phase.

(b) The granting of the request will obligate funding beyond the level acceptable to the board or will in any way

WAC (5/13/03 12:32 PM) [2]

adversely affect authorized funds previously approved by the board.

(2) Request for increases at bid opening shall not exceed the amount set by board policy. Requests for increases at this phase will take priority over design and construction phase approvals. Such requests shall be reviewed by the director and will not be approved if:

(a) The requested increase is to pay for an expansion of the authorized scope of the work; or

(b) If the request is not substantiated and the director determines that the increased funds should have been anticipated by the local agency at the construction phase of the project.

(3) Requests for increases in funds submitted to the board at contract completion shall not exceed the amount set by board policy. Requests for increases at this phase will take priority over design and construction phase approvals. Such requests shall be reviewed by the director and will not be approved if:

(a) The requested increase is to pay for an expansion of the authorized scope of the work; or

(b) If the request is not substantiated and the director determines that the increased funds should have been anticipated by the local agency at the construction approval phase of the project.

(4) If the director or the board, as the case may be, does not approve the request of a local agency for an increase, the administering agency may:

(a) Proceed with the project, paying for any additional costs with local or other funds; or

(b) Withdraw the request for participation; or, if applicable

(c) Within the authorized amount, and subject to approval by the director, reduce the scope of the project while retaining a usable and functional improvement.

[Statutory Authority: Chapter 47.26 RCW. 01-19-040, § 479-05-240, filed 9/14/01, effective 10/15/01. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-240, filed 11/23/99, effective 12/24/99.]

~~((WAC 479-12-260 Increases in small city program projects.~~

~~An increase in the amount of small city program funds for a project may be requested in accordance with the provisions of WAC 479-05-250, except, where in the board's judgment at project completion, ten percent of unexpected project costs would create an undue financial burden on the agency, the board may elect to fund all or a portion of the unexpected cost.))~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-260, filed 11/23/99, effective 12/24/99.]

WAC 479-12-430 Apportionment of funds to pedestrian safety and mobility program regions. Of the funds obligated to pedestrian safety and mobility projects within urban areas, ~~((forty percent will be allocated to projects on a statewide basis and then, at least fifteen percent will be allocated to projects in the east region, at least fifteen percent to projects in the west region, and approximately thirty percent to projects in the Puget Sound region))~~ the amount apportioned to projects in a region will be within plus or minus five percent of the ratio which the population of urban areas in a region bears to the statewide population for urban areas as last determined by the office of financial management.

Of the funds obligated to pedestrian safety and mobility projects within small cities, the amount apportioned to projects in a region will be within plus or minus five percent of the ratio which the population of cities under five thousand in a region bears to the statewide population for cities under five thousand as last determined by the office of financial management.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-430, filed 11/23/99, effective 12/24/99.]

**Transportation Improvement Board
May 30, 2003
Quality Inn Paradise Creek Conference Center
Pullman, Washington**

MINUTES

PRESENT

TIB BOARD MEMBERS

Councilmember Rob McKenna, Chair
Councilmember Bill Ganley, Vice Chair
Mr. John Akers
Mr. Tom Ballard
Commissioner Leo Bowman
Mr. George Cress
Ms. Kathleen Davis
Mr. Dan DiGuilio

Councilmember Mary Gates
Council President Rob Higgins
Mr. Dick McKinley
Mr. Dave Nelson
Mr. Paul Roberts
Commissioner Mike Shelton
Mr. Arnold Tomac
Mr. Doug Vaughn

TIB STAFF

Steve Gorcester
Rich Struna
Omar Mehyar
Bob Moorhead
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Ms. Paula Hammond
Mr. Dave O'Connell
Mr. Jay Weber

CALL TO ORDER

Chair McKenna called the meeting to order at 9:10 AM.

GENERAL MATTERS

A. Approval of March 28, 2003 Minutes

MOTION: It was moved by Mr. Tomac with a second by Commissioner Shelton to approve the minutes of the March 28, 2003 Board meeting as printed. Motion carried unanimously.

B. Communications – Steve Gorcester reviewed the news articles that were included in the board packet. He specifically referred the Board to the articles from the *Mukilteo Beacon* regarding the 121st Street project, which clarified TIB's role in the withdrawal of that project.

LOCAL PRESENTATIONS

Whitman County Commissioner Greg Partch thanked the Board for holding the meeting in Pullman. He stated that TIB and CRAB provide the funding for the street improvements to the 16 towns and cities and 10 unincorporated areas in his county. Whitman County made a concerted effort to keep TIB and CRAB from being eliminated during the 2003 legislative session, and that all 39 counties endorsed keeping TIB and CRAB separate. He noted that 27% of TIB funding goes to counties in urban areas, and expressed his appreciation for all that TIB has done.

The Board heard from the following people:

- Michelle Bly, Progressive Engineering, reviewed past partnerships and future plans and needs, focusing on Second Street in the City of Asotin. She stressed the need for funding for improvements to Second Street, and suggested that TIB offer a program similar to the Pavement Preservation Program.
- Mayor Michael Echanove of the City of Palouse expressed his thanks to TIB while showing slides of TIB-funded improvements made to SR-272 and SR-27, and to Main Street in downtown Palouse.

- City Engineer Les MacDonald, representing the City of Pullman, reviewed projects on North East Ring Road, Davis Way path, Grand Avenue, and North Fairway Road.
- Colfax Mayor Norma Becker presented information on the Cedar Street project. She noted that the City of Colfax is looking for funding to complete the McDonald Park Pathway project.

NON-ACTION ITEMS

A. Chair's Report to the Board

Chair McKenna reported on the results of the 2003 legislative session regarding the Regional Transportation Investment District. The RTID received everything it had asked for, including bonding authority of \$8 million for operations and the ability to roll the local option gas tax into the revenue package.

He also reported that he met with Chairman Thomas Petri of the U.S. House Sub-Committee on Highways, Transit, and Pipelines of the House Transportation and Infrastructure Committee and discussed the reauthorization of TEA-21. The hope of leaders in the House is to increase the authorization from \$226 billion in TEA-21 to \$375 billion in the next six-year period, which would require retroactive indexing of the federal gas tax or raising the federal gas tax by 5.3¢. The \$375 billion would result in a funding increase to Washington State of almost \$2 billion more than what was received under TEA-21.

B. Executive Director's Report to the Board

Bond Sale Report – Executive Director Steve Gorcester reported that TIB sold \$10 million of bonds in the TIA fund, which is part of the \$100,000,000 package that funded regionally significant projects in the past. There are \$14 million in authorized bonds remaining.

Awards – There have been a number of TIB-funded projects that have received awards. They are:

- Vision 2020 Awards from the Puget Sound Regional Council
 - Everett Station – Top Honors
 - Auburn's 3rd Street Grade Separation – Special Recognition
- American Public Works Association, Washington State Chapter, recognized 277th Street in Kent/Auburn as best transportation project in its size category.
- Project Excellence Awards from FHWA and WSDOT's Highways and Local Programs Division
 - Port Townsend's F Street – Best City project
 - Longview's Fibre Way – Best Special project

Project Issues

Steve Gorcester reported that he recently met with Senator Horn regarding a number of TIB projects. Senator Horn was particularly concerned about low participation levels of local government funds. He specifically addressed a project in Tacoma that has funding from both TIB and FMSIB, and voiced concerns that the City of Tacoma was participating with minimal funding. This is due, in part, because the project is a Port of Tacoma project, and the Port is a funding partner as well. Senator Horn is encouraging the Board to consider minimum local participation levels that would be graduated based on community size. This will be a policy discussion at a future meeting.

- Everett's 112th Street – This is a 1990 project that has expended \$500,000 of TIB funds and is not yet under construction. The city has requested a fund shift of the remaining \$600,000 from construction for right-of-way acquisition. This has not yet been approved as the right-of-way is not yet fully funded. Once WSDOT commits to the funding of the right-of-way, the possibility of a fund shift is more likely. Additionally, the project did receive full construction funding from the nickel increase, which makes a fund shift more feasible.
- Battle Ground's Main Street and Republic's SR-20 – These projects have similar issues in that both are short of WSDOT paving funds. During the May 29 work session, WSDOT's Eastern

Regional Administrator, Jerry Lenzi, stated that WSDOT would fully fund its share of the paving for the City of Republic. Due to the increase in paving costs, the WSDOT Battle Ground paving project is about \$92,000 short. This shortage of preservation funds is becoming an issue across the state. Steve has sent a letter to WSDOT's Southwest Region stating it is their responsibility to fund this, but at this time the Battle Ground fund shortage has not yet been resolved.

- City of Mukilteo – The 121st project would mitigate the congestion on Mukilteo Speedway on Harbor Point Blvd. However, the 121st project has been withdrawn due to environmental issues.
- Kitsap County - Waaga Way Interchange on SR-3 is a 1990 project that is unable to make the June 30, 2004 deadline to reach bid award, and would need to be withdrawn. The Legislature, however, provided the full funding of this project through the nickel package. The legislation also states that the \$2.5 million of TIB funds must remain in that project.

Small City Pavement Preservation Program – Surveys conducted by TIB have consistently requested that the Small City Pavement Preservation Program be considered for funding. This is a WSDOT-funded program that did not receive funds under the new law funding package. This may be a program that TIB will request in the future, or possibly a program to be partnered with H&LP's Streetwise Pavement Management Program.

Project Events – The following project events were highlighted:

Upcoming Events

- Ruston's Winnifred Street Bridge ribbon cutting – June 7 at 11:00 AM
- Liberty Lake's Harvard Road ribbon cutting – June 16 at 11:00 AM
- Republic's Clark Street groundbreaking – June 16 at 3:00 PM
- Union Gap's Valley Mall Boulevard – June 27 at 10:00 AM

Past Events

- Bellingham – Sunset Drive (ribbon cutting)
- Mill Creek – SR-527 (groundbreaking)
- Battle Ground – Main Street (groundbreaking)
- Snohomish County – Cathcart Way (ribbon cutting)
- Grandview – Wine Country Road (groundbreaking)
- Everett – California Street (ribbon cutting)

Board Replacement Appointment Status – The current vacancies on the Board have been held due to possible legislation that would reduce the size of the Board. Since that bill did not pass, a letter requesting nominations for the transit position will be sent to the WSTA and an advertisement in several papers throughout Washington will be placed for the private sector representative.

Other Comments

- Commissioner Bowman requested information on the Legislative Transportation Committee. Steve Gorcester informed the Board that the LTC was reactivated and will be chaired by Representative Murray. The next meeting of the LTC is scheduled for June 7, 2003.
- Mr. Roberts, on behalf of the team that is preparing the response to Boeing 7E7 site selection criteria, expressed appreciation for the various projects that TIB has funded that will support the Everett Boeing plant. He specifically referenced the efforts made to resolve the SR-527 concerns.
- Commissioner Shelton recognized that the project on Mukilteo Speedway is appreciated by his constituency on Whidbey Island. TIB's investment in the Mukilteo Speedway is about \$20 million, and will help to relieve some of the state's worst congestion.
- Chair McKenna offered his thanks to Steve Gorcester and members on the Board who worked on the proposed consolidation issue. It was time well spent.

C. Performance Measures Report

Rich Struna reported on the survey responses from the third quarter. Of the 170 responses received to date, TIB received 89 responses to the survey for the third quarter. TIB customers are more than satisfied with the customer service, quality of information provided, communication, and timely responses to requests. Overall, TIB rated higher now than one year ago. Suggestions offered from customers included scheduling a "Forms Training," i.e., filling out UCE forms and prospectus for a project. More detailed responses from the survey can be found on the TIB website.

Comments from Board members included: 1) A suggestion by Mr. McKinley to present a composite of the results rather than a quarter by quarter comparison; 2) Councilmember Gates questioned the frequency of receiving the report. She expressed a concern that reviewing the results in a quarterly fashion may cause an unnecessary correction; 3) Mr. Nelson offered his appreciation of the TIB staff customer service.

D. Financial Status

- **2003-05 Planning** – Steve Gorcester reported that in the UATA fund there is a shortfall of approximately \$1.8 million at the end of the biennium, which is down from \$11 million last biennium. It has improved dramatically, however, this fund is still being managed as a shortage. Some of the financial risk factors that will impact TIB in the near future are: 1) softening revenue growth 2) increased bidding costs due to an increase in asphalt prices; 3) a sharp increase in small city match requests for funds; and 4) smaller programs and less flexibility due to the decline in revenue from fuel tax proceeds.

Bond debt service is reduced over the next biennium, which is a positive indicator in the UATA fund. Bonds issued in 1980 are being retired, which will allow \$6.1 million to be added to the account next biennium from reduced debt service costs. There are \$14 million remaining in the TIA fund.

Action to be taken to manage the shortfall includes:

- asking for legislative approval to consolidate the TIA and UATA funds
 - pursuing a supplemental appropriation to re-appropriate any remaining funds in the account
 - managing payments on a 30-day cycle to control the cash flow
 - reducing the amount of revenue withheld for bond debt
 - managing delayed projects aggressively
 - maintaining stable program sizes
- **Current Financial Report** – Rich Struna reported that the UATA fund has expended \$94.9 million, leaving an appropriated balance of \$10.8 million and a cash balance of \$10.9 million. The TIA fund has expended \$94.4 million, with an appropriation balance of \$36.0 million and a cash balance of \$9.9 million.

The following table containing financial account details was presented:

Account	Expenditures	Appropriation	Appropriation Balance	Account Balance	Approved Funds Remaining
Arterial Improvement Prog	66,031,581				64,522,887
City Hardship Assistance Prog	732,428				144,342
Pedestrian Safety & Mobility Prog	8,889,986				4,682,211
Small City Prog	<u>19,215,347</u>				11,295,171
UATA TOTAL	94,869,341	105,622,000	10,752,659	10,938,880	80,644,611
Transportation Partnership Prog	94,446,364				75,257,269
TIA TOTAL	94,446,364	130,456,000	36,009,636	9,887,967	75,257,269
UATA	1,370,769	1,561,354	190,585		
TIA	<u>1,370,158</u>	<u>1,560,330</u>	<u>190,172</u>		
ADMINISTRATION	2,740,928	3,121,684	380,756		
TOTAL	192,056,633	239,199,684	47,143,051	20,826,847	155,901,880

A- Salary and Wages	1,902,202
B - Employee Benefits	340,726
E - Goods and Services	390,086
G - Travel	107,915
J - Capital Outlays	0
ADMINISTRATION TOTAL	2,740,928

Chair McKenna requested that future financial tables make a footnoted distinction between appropriation and expenditures versus contractual obligations. He also requested that the financial charts that are provided in the Board packet relate more clearly to the financial table, using similar labeling of terms.

E. Project Actions Update (2/28/03-4/30/03)

Bob Moorhead reviewed the project actions and noted that there was a net change of \$92,000. Projects that have been closed out and received an internal desk audit were listed in this update.

ACTION ITEMS

A. Sidewalk Deviation Request

City of Auburn: West Valley Highway – The City of Auburn is requesting a sidewalk deviation on the West Valley Highway from Peasley Canyon Road to South City Limits. The city is proposing the construction of a 12-foot wide, non-motorized path along only the east side of the roadway for approximately 75% of the project length. This sidewalk deviation would result in equivalent pedestrian access and thoroughfare, improved pedestrian safety, reduction in right-of-way takes, and reduction in project costs.

MOTION: It was moved by Commissioner Shelton with a second from Councilmember Gates to approve the sidewalk deviation to construct a 12-foot, non-motorized pathway along the east side of the roadway. Motion carried unanimously.

B. Increase/Scope Change Request

City of McCleary: Simpson Avenue and 5th Street – The City of McCleary is requesting additional funding for the Simpson Avenue sidewalk project. The major factors contributing to the increase request are: 1) the existing concrete sidewalk and ACP was thicker than anticipated and required additional removal costs and additional base material; 2) correction to unanticipated drainage problems; 3) additional city costs that were not included in original application, i.e., inspection and administration fees. The total increase request is \$21,646 in SC/PSMP funds.

MOTION: It was moved by Vice Chair Ganley with a second from Mr. Tomac to approve an increase of \$21,646 in SC/PSMP funds, providing payment is requested after July 1, 2003, bringing the total TIB commitment to \$129,818. Motion carried unanimously.

City of Ilwaco: Elizabeth Avenue – The City of Ilwaco is requesting an increase of \$12,573 in SC/PSMP funds to construct a 5-foot sidewalk with curb and gutter. The increase cost is the result of adjustment in quantities due to site conditions. The main items are removal of obstructions and asphalt concrete pavement. Although the dollar amount of the request is minor, it does exceed the 15% allowed under the Delegated Authority policy and requires Board approval.

MOTION: It was moved by Council President Higgins with a second from Councilmember Gates to approve an increase of \$12,573 in SCP/PSMP funds, providing payment is requested after July 1, 2003, bringing the total TIB commitment to \$70,223. Motion carried unanimously.

City of Ferndale: Main Street – Since application of the Main Street project in Ferndale, there has been a \$3,692,000 increase in project costs. Approximately \$2.4 million of the increase is attributed to the cost of the bridge work and \$1.3 million to the roadway work. The project cost was greatly underestimated at application. The initial estimate did not consider the complexities of widening the bridge, nor the extent of work involved with reconstructing the roadway. The city is requesting an additional \$635,000, which would make up the difference in total cost between construction approval and bid award. The city has received an additional \$1.4 million in federal BRAC funds and approximately \$1.2 million in local funds.

Since the TIB recently received a surplus of approximately \$1.6 million, the amount of the increase request is within TIB's fiscal capacity. The increase requested by Ferndale would occur over a two-year period, with the first payment made after July 1, 2003.

MOTION: It was moved by Commissioner Shelton with a second from Mr. Roberts to approve an increase of \$635,000 in AIP funds, with no future administrative increase requests, bringing the total TIB commitment to \$1,871,000. Motion carried with Commissioner Bowman opposed.

Chair McKenna requested a change to the motion to delete the word "requests," stating it is the Board's intent to not grant any future increases for this project.

MOTION: It was moved by Mr. Tomac with a second from Mr. McKinley to accept the new motion language. Motion carried.

REVISED MOTION: It was moved by Commissioner Shelton with a second from Mr. Roberts to approve an increase request of \$635,000 in AIP funds, with no future administrative increases, bringing the total TIB commitment to \$1,871,000. Motion carried with Commissioner Bowman opposed.

- C. **FY 2005 Program Sizes (Preliminary Target)** – Steve Gorcester presented the FY 2005 program size and program schedule to the Board. The projected appropriation balances and cash flow demands will permit a call for projects in each of the major funding programs.

The recommended program size is:

- Arterial Improvement Program: \$25,000,000
- Urban Pedestrian Safety & Mobility Program: \$ 1,000,000
- Small City Pedestrian Safety & Mobility Program: \$ 1,000,000
- Small City Program: \$ 5,000,000
- Transportation Partnership Program: \$35,000,000

The recommended program schedule is:

- Call for Projects Announced June 2, 2003
- Funding Workshops Presented June 9-26, 2003
- Applications Due August 29, 2003
- Application Evaluations & Field Reviews September – October, 2003
- Board Selection of Projects November 21, 2003

MOTION: It was moved by Mr. Tomac with a second from Mr. Roberts to adopt the FY 2005 Program Size and Schedule as listed above. Motion carried unanimously.

- D. **Election of Chair and Vice Chair** – The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board, and one is to be a county official and one a city official, as stated in the TIB Bylaws, Article II, Sections 1a and 1c. The Chair traditionally alternates between a county and city representative.

MOTION: It was moved by Commissioner Shelton with a second from Mr. McKinley to elect Commissioner Leo Bowman as Vice Chair for 2003-05. Motion carried unanimously.

MOTION: It was moved by Mr. McKinley with a second from Councilmember Gates to elect Councilmember Bill Ganley as Chair for 2003-05. Motion carried unanimously.

- E. **Board Policies Revisions** – The Board policies were revised to reflect changes previously made to the Bylaws and to update program language to remain current. Examples of changes made include deleting language referring to committees that are now defunct and deleting language that referenced the Public Transportation Account, which no longer exists.

MOTION: It was moved by Mr. Roberts with a second from Ms. Davis to adopt the recommended updates to the Board policies. Motion carried unanimously.

FUTURE MEETING

The next Board meeting is scheduled to meet in Vancouver on July 24-25, 2003. Information regarding that meeting will be sent out on July 3.

ADJOURMENT

The meeting adjourned at 11:27 AM.

BG COUNCILMAN WILL SERVE AS HEAD OF TRANSPORTATION

Heidi Wallenborn, news director

Bill Ganley, long-time Battle Ground city council member, Battle Ground High School teacher and former mayor, was elected chair of the state Transportation Improvement Board May 30 at a meeting in Pullman.

Ganley has served on the board since 2000 when he was appointed by the state Secretary of Transportation after a nomination by the Association of Washington cities.

Last year, Ganley served as vice chair of the Transportation Improvement Board, and will replace King County council member Rob McKenna.

Ganley said he looks forward to the challenge of leading the Transportation board at a time when the state's transportation system is a "front-page item and concern to everyone."

"[The board] in my opinion, is one of the best transportation agencies in the state, Ganley said. "It encourages multi-jurisdictional cooperation, leverages funds from multiple sources and rates projects on the basis of sound technical criteria."

Ganley added that the board is a major revenue source for small cities, "allowing construction projects that otherwise may not have happened."

Board members provide grants to transportation projects submitted by area governments. The board was created by the state legislature to support state investment in quality area transportation projects.

Funds are awarded competitively and usually require area financial participation, officials said.

The board is funded by 3 cents of the state's gas tax which represents more than \$100 million annually, officials said. Projects generally fix congestion, safety and the impacts of economic development.

Since 1991, more than \$1 billion has been shuttled through the program for urban highways and arterials, access to commercial areas, and small city street projects, such as the West Main Street Project in Battle Ground.

According to officials, the board has provided more than \$115 million to Clark County and its cities in the last 10 years.

B8

FRIDAY, JUNE 6, 2003
TRI-CITY HERALD

Leo Bowman elected to transportation board

Benton County Commissioner Leo Bowman was elected vice chairman of the state Transportation Improvement Board at the board's annual meeting last week.

Bowman originally was appointed to the board in 1998 after being nominated by the Washington State Association of Counties.

The transportation board provides grants to transportation projects statewide. The money comes from 3 cents of the state's gas tax, of which about \$100 million is collected annually.

Benton County and its cities have received \$42.9 million in transportation grants in the past 10 years.

"I know first hand the difference TIB makes in Washington's cities and counties," Bowman said. "Many local projects across the state, including several in the Tri-Cities and Benton County and would not have happened without TIB."

— From the Herald staff
and news services

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Waitsburg gets a much anticipated highway improvement on US 12**Date:** June 16, 2003**Contact:**

Mike Westbay, Communications Manager (509) 577-1617
Jim Dwyer, Project Engineer (509) 577-1840

YAKIMA, The city of Waitsburg has been awarded a Transportation Improvement Board grant that allows the WSDOT to do more than repave the existing roadway. The project will improve US 12 by widening the existing road way, construct a storm sewer system and a new curb and gutter along US 12 (Coppei Ave.) from Ninth Street to the intersection of US 12/SR 124. The project will also repave a portion of SR 124.

The widening of US 12 will provide a safer roadway overall by increasing turning radii and improving sight distance at intersections for both motorists and pedestrians. The new shoulder, which currently does not exist, will provide a safer area for bicyclists.

The improvements will be done within existing right of way so that no additional property will be needed.

Inland Asphalt Company was awarded the \$944,299.25 contract that should be completed by the end of September 2003.

Work this week is scheduled from 6:00 am to 6:00 pm, Monday through Friday, including utility adjustments at the intersection of US 12 and SR 124.

Flaggers will be assisting traffic safely through the work zone during working hours. Motorists are encouraged to drive cautiously through work zones.

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June 16, 2003

Ceremony kicks off new I-405 overpass

By JOURNAL STAFF

BELLEVUE -- Groundbreaking is scheduled this morning on a major portion of the \$164 million Bellevue Direct Access project.

Officials from Sound Transit, the state Department of Transportation, the city of Bellevue, King County, the Federal Highway Administration and the state Transportation Improvement Board will join at 10 a.m. to kick off the \$50 million project.

A new direct-access interchange will be built at Northeast Sixth Avenue, and the overpass at Northeast Fourth Avenue will be demolished and rebuilt. Guy F. Atkinson Construction of Renton is the general contractor.

The total cost for the Bellevue Direct Access project is \$164 million, with \$108 million from Sound Transit. The aim of the project is to improve transit access and traffic flow along Interstate 405 in Bellevue, and to and from downtown.

seattletimes.com
 **The Seattle Times**

Tuesday, June 17, 2003, 12:00 a.m. Pacific

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Bellevue overpass groundbreaking marks halfway point

Federal, state and local officials kicked off construction on the Interstate 405 Northeast Fourth Street overpass yesterday, marking the start of a six-month overpass closure and promising easier access to downtown Bellevue in the future. About 20,000 vehicles a day will be diverted to other city roadways, according to Bellevue traffic counts. The Northeast Fourth span will be demolished and a higher, wider one built in its place. When the project is complete 18 months from now, direct-access ramps will funnel car-pool lane buses from I-405 straight into the new Bellevue Transit Center on Northeast Sixth Street.

The groundbreaking marks the halfway point for Access Downtown, a \$164 million, multiagency effort to improve traffic flow in Bellevue and on I-405, the Eastside's main artery. Led by Sound Transit, funding partners include the state Department of Transportation, the city of Bellevue, the Federal Highway Administration, King County and the state Transportation Improvement Board.

FERRY COUNTY NEWS

Republic starts replacing old buried utilities

By Debbie Jones
Chronicle staff

The City of Republic held a groundbreaking ceremony June 16 to kick off the start of its infrastructure project.

The project will include tearing up the streets on Clark Avenue to replace 50-year-old utilities beneath the street. Other key upgrades include a new water system, storm-water system, sidewalks, paving, and antique lighting.

Construction has already begun with the reservoir and booster stations on Gold Mountain. However, construction on Clark Avenue, Republic's main street, is still pending, say officials.

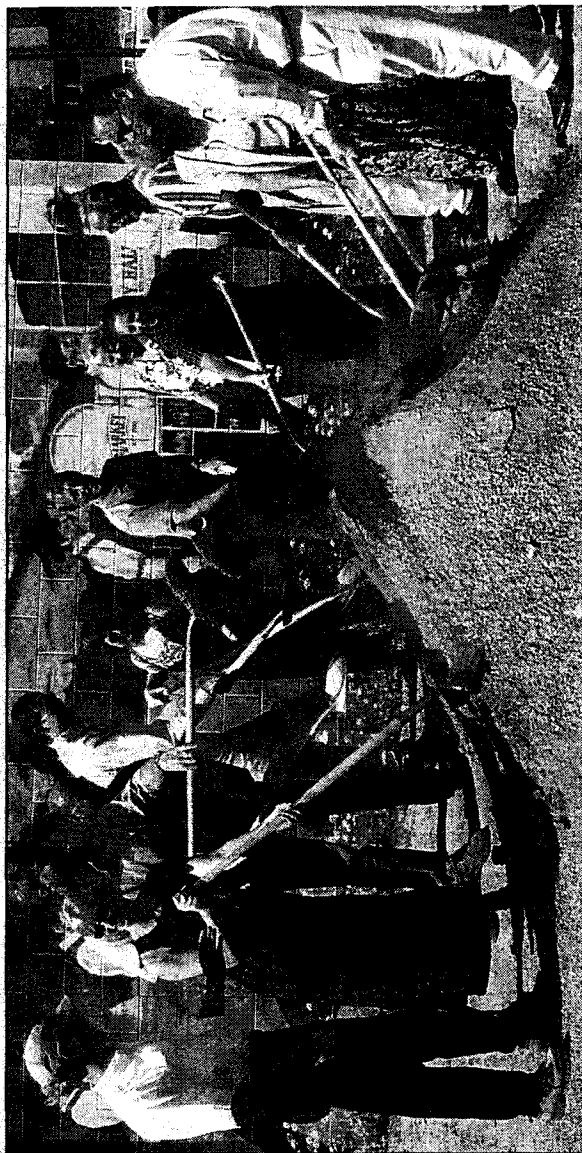
Initial planning started back in 2001 when the state Department of Transportation wanted to repave Highway 20 through downtown Republic. The City Council urged DOT to hold off on the project in order to allow time to evaluate replacing the

aging utilities beneath the street.

With the help of Varela & Associates Engineers in Spokane the city was able to secure \$74,000 in grant money for planning; \$50,000 from the United States Forest Service and \$24,000 from a Community Development Block Grant.

More grant applications followed, with the city receiving a variety of grants and loans to pay for the construction, including:

- *\$750,000 grant from the Community Development Block Grant for water.
- *\$1.2 million grant from Rural Development for water.
- *\$1.6 million loan from Rural Development for water.
- *\$228,500 grant from Rural Development for storm water.
- *\$400,000 loan from Rural Development for storm water.
- *\$444,000 grant from Transportation Improvement Board for sidewalks.
- *\$500,000 grant from Trans-



Chronicle photo by Deb Jor

According to Mayor Shirley Couse, Republic's infrastructure project would not have been possible without the efforts of those pictured in a groundbreaking ceremony June 16 that officially kicked off the start of the construction. Those pictured are, from left, Mark Varela, of Varela and Associates Engineers; Leslie Haffard, Public Works Trust Fund; Keith Martin, Department of Transportation; Jim Wehrer, USDA Rural Development; Dan Rieblie, Community Development Block Grant; Carol Boyd, U.S. Forest Service; Dan Buller, Varela and Associates Engineers; city council members Linda Hall, Kathy Gay and Fred Bremner; Mayor Couse, and Steve Gorcester, Transportation Improvement Fund.

portation Improvement Board for pavement overlays.

*About \$100,000 from the

Washington State Department of Transportation to repave Clark Avenue.

"A special thanks needs to go to the Ferry County P.U.D. for providing the antique light fixtures, Echo Bay Minerals for providing jobs that will be able to help repay the loans, and the former city council members who had the foresight to set aside money for this project," said Mayor Shirley Couse.

Couse reminded those gathered for the groundbreaking that there would be some major issues during construction, such as multiple disruptions, short durations of water outages, dust and noise.

"This project is going to take 2 years to complete," she said.

"We will try to do it in the least destructive way but it will be dirty and it will more than likely disrupt businesses."

Aside from the groundbreaking ceremony for the infrastructure project the new city council chamber was dedicated to Marty Padilla, building inspector for the City of Republic and owner of Tamarac Press.

Padilla was the project manager for the new council chamber and volunteered his time to oversee the project to completion. He was presented a plaque by Mayor Couse.

The old council chamber received fire and smoke damage on Nov. 23, 2001, when a Molotov cocktail was thrown

through a window. Council members had been meeting at the Northern Inn until they were able to relocate into the new chambers on January 3. A reception was held afterward in the council chambers.

PUBLISHED ON SATURDAY, JUNE 28, 2003

Valley Mall Blvd Connects to New Economic Future

By WES NELSON
YAKIMA HERALD-REPUBLIC

UNION GAP — There was plenty of satisfaction to go around Friday with the snipping of ribbons to open a new four-lane thoroughfare connecting Valley Mall Boulevard with Third Avenue to the west.

Politicians and local dignitaries basked in sunshine and the \$12.5 million project being completed slightly ahead of schedule and as budgeted.

Standing atop a 400-foot overpass spanning Burlington Northern Santa Fe railroad tracks, they mulled over the future economic prospects the three-mile-long road could bring by opening up land to industrial and commercial development.

But among the most satisfied was Miguel Sandoval.

The son of Ladislao and Bertha Sandoval of Wapato, he worked as the lead design engineer on the project for Bucher, Willis & Ratliff of Seattle.

A 1985 Wapato High School graduate, Sandoval went on to earn a degree in civil engineering at the University of Washington in 1992.

He now lives in Seattle, but the project allowed him to return home for extended visits.

At the dedication Friday, Sandoval looked over the span of concrete and steel and the new roadway beyond to what once had been open grazing land.

It wasn't far removed from the fields he worked as a boy alongside his parents and four sisters before leaving for college.

He also had designed a \$1.5 million Third Avenue project a few years ago, but "this is my favorite project," he said.

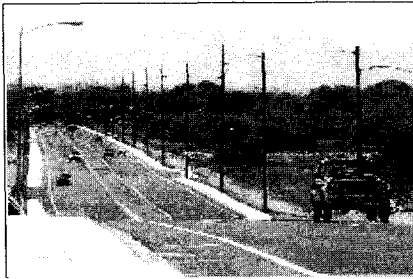
At various times in the project, Sandoval had walked along the new road with his parents and his children, to show them what he had a hand in.

"To design it and actually see it built ... it's a great feeling," he said.

And he isn't finished.

He, project manager Mike Pawlak and other engineers at Bucher, Willis & Ratliff are on to the next phase of the project: a \$13 million extension from Third Avenue to the west and then northwest where it will tie into South 16th Avenue, which will be rerouted away from the Yakima Airport.

South 16th Avenue currently crosses airplanes' flight path near the runway's



SANDY SUMMERS/Yakima Herald-Republic
Valley Mall Boulevard is now open from I-82 through Third Avenue. The \$12.5 million dollar project includes a 400-foot overpass over railroad tracks, four lanes of traffic and a bike path.

east end between Ahtanum Road and West Washington Avenue. The Federal Aviation Administration wants the road moved.

On Friday, Pawlak said funding for the next phase appears to be in place to cover design and construction, as well as right-of-way purchases and environmental mitigation associated with the effect on wetlands and Wide Hollow Creek.

Like the recently completed project, the next phase also is expected to ease congestion on Ahtanum Road to the south and Washington Avenue to the north and foster commercial and industrial development in the area.

It would also affect a large residential area west of Third Avenue. Some houses along Pioneer Street, a two-laner that runs between Third and 10th avenues, likely would have to be moved to make room for a project that could begin next year.

But on Friday, state, local and project officials extolled the benefits of the completed bridge and roadway.

Reps. Mary Skinner and Jim Clements, a pair of 14th District Republicans, joined with Union Gap Mayor Aubrey Reeves Jr., Yakima Mayor Mary Place and others to see the result of a project involving eight different funding sources and which required 13 permits from federal, state and local agencies.

Skinner, who serves on the House Transportation Committee, waxed symbolic, calling the overpass "a bridge to a brighter future" because it opens up land to potential development — and new jobs.

The new road is expected to attract a crowd in the beginning, but Union Gap police will wait a year before analyzing its effect on traffic patterns, Chief Bill Silvers said.

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Wednesday, July 2, 2003

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Vol 6 No 27

Burien

SeaTac

Des Moines

Normandy Park

Shorewood

Tukwila

50¢



Star spangled cap
Everyone is in the
mood to celebrate the
Fourth. See Below and
Pages 10-11.

A special Fourth of July for Burien

By Eric Mathison
TIMES/NEWS

While there will be lots of fun for everyone in the Highline communities on Friday, it's a special Fourth of July for residents of Burien.

At 2:30 p.m., Burien dignitaries will cut a ribbon to celebrate the new look of the 10-year-old city's "Main Street."

The ceremony in the 500 block of Southwest 152nd Street will include speeches by some of those involved in the redevelopment of the street through Burien's downtown business district.

Following the ceremony, motorcyclists will stream by to begin the city's 80th annual Independence Parade.

Here's a rundown on Fourth of July celebrations around the Highline area.

Burien

The city will have four main

events on the Fourth.

Some of the state's best riders will peddle through city streets from 7:30 a.m. until 2:30 p.m. during the Wheelsport Cycling Team bike races.

The Family Days Festival begins at 10 a.m. and goes until 8 p.m. Located in the parking lot at Southwest 152nd Street and Fifth Avenue Southwest, the festival features free games and rides along with merchants' booths, food, a beer garden and karaoke.

The official ribbon cutting is set for 2:30 p.m. with the parade getting underway at 3 p.m. starting at Southwest 151st Street heading south of Ambaum Boulevard Southwest.

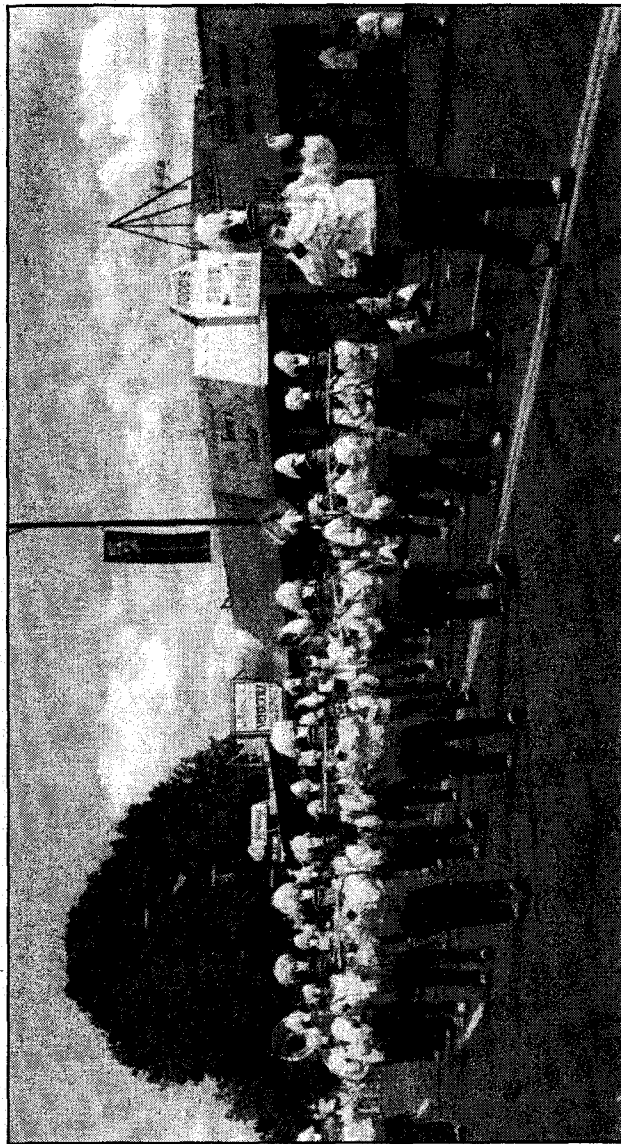
More than 55 floats and other entries will then turn east on Southwest 153rd Street to Fourth Avenue Southwest, then proceed west on

— See **EVENTS**, page 10

CONTINUED FROM PAGE 1

Southwest 152nd Street past the grandstand.

For more information, call 206-433-2882 or 206-575-1633.



MEGHAN JONES

Parade participants will be marching down a very different 152nd Street in Burien this Fourth of July. Before the parade, dignitaries will cut the ribbon to commemorate the street's remodeling.

The News Tribune - Tacoma, WA

Wednesday, July 16, 2003

[< Back to Regular Story Page](#)

Tacoma sidewalks will be fixed

KRIS SHERMAN; The News Tribune

More than a dozen damaged and dangerous sidewalks will be replaced in several Tacoma business districts under a \$595,572 construction contract the City Council approved Tuesday.

The work should begin in September and be completed by the end of the year, civil engineer J.B. Hur said.

City officials selected areas for the work following consultations with representatives of neighborhood districts, individual property owners and the city's Economic Development Department.

The project includes removal and replacement of sections of sidewalks and "traffic calming" features meant to slow cars and make streets more pedestrian-friendly. The locations:

- North Proctor Street at North 26th and North 27th streets.
- North Washington Street at North 26th Street.
- North 30th Street at Carr and Starr streets.
- Tacoma Avenue between North First Street and Division Avenue.
- Division Avenue between Tacoma and Yakima avenues.
- Sixth Avenue at Pine, Warner, Prospect and Cedar streets.
- Martin Luther King Jr. Way at South 11th Street and between South 14th and South 13th streets.
- East 26th Street at East C Street.
- McKinley Avenue between Morton and East 35th streets.
- Center Street between Proctor and Adams streets.
- Yakima Avenue between South 38th and South 39th streets.
- South Tacoma Way between South 50th and South 56th streets.
- Park Avenue at South 84th Street.

The work is being paid for with a combination of federal funds and money from the state's Transportation Improvement Board, Hur told the City Council.

It took only a few minutes for the council to pass the resolution awarding the work contract to low bidder Looker & Associates Inc., of Puyallup, but the project has been more than three years in the making, Hur said.

"This is a pretty big deal," he added. "It's been a long time coming."

Kris Sherman: 253-597-8659



Delayed Projects Report

July 25, 2005

BACKGROUND

Each year, TIB staff reports to the Board on projects which have not yet reached Bid Award and are delayed six months or more from the original project schedule. This year's original query produced a list of 123 delayed projects.

For the great majority of the projects, TIB staff has been in regular contact with the local agencies and has been apprised of the causes for the delays. Where the project delays are the result of environmental issues, changes in funding partnerships, or the public involvement process, TIB staff has assisted the local agencies to adjust the project schedule accordingly. However, for fewer than ten projects, the delays may be indicators that the projects are not likely to proceed to construction within a reasonable time period. In these cases, it is appropriate to ask the local agencies if the project could or should be withdrawn or cancelled, thus allowing the anticipated funding to be returned to the fund balance and made available to other projects making progress towards completion.

STATUS

A list of projects falling into the above mentioned category is attached. Formal letters will be sent to these local agencies asking for specific measures either to advance the projects to construction or to request withdrawal of the projects, as outlined in WAC 479-05-250.

The overall timeline for the review process would be as follows:

- July 25, 2003: Board is advised of projects with unusual delays.
- August 1, 2003: Executive Director contacts local agencies of delayed project concerns and requests written response.
- September 2, 2003: Written responses due back from local agencies.
- If response indicates delay is still unacceptable, local agency is advised it has 90 days to resolve the delay issues.
- September 26, 2003: Executive Director gives status report to Board on the delayed projects.
- November 21, 2003: Update to Board. Potential presentations by local agencies.
- December 2003: Executive Director reviews progress on resolving delayed projects issues by the local agencies.
- January 23, 2004 or March 26, 2004: Potential dates for the Board to request local agencies to appear before the Board regarding withdrawal or cancellation of project.

Included on the attached list are several projects with significant funding partnerships with WSDOT and the Freight Mobility Strategic Investment Board (FMSIB), which are dependent upon funding from the Legislature. Staff is in contact with the local agencies regarding these projects.

RECOMMENDATION

There is no staff recommendation at this time. This is an informational item only.

FY 2003 Delayed Projects Report

6 Months Past the Original Bid Award Date

Fund Series	Project No.	Agency	Arterial	Program	Phase	Months Delayed	Reason for Delay/Comments	Board Review
2002	6-E-907(001)-1	ALBION	Main Street	SCP	DE	24.3	Construction scheduled for July 2003.	No
2001	8-2-154(011)-1	ANACORTES	H Ave	AIP	DE	19.2	Bid Award estimated March 2004.	No
2002	8-2-154(012)-1	ANACORTES	12th Street (SR 20 Spur)	AIP	DE	24.3	Ad Sept. '03.	No
2002	8-1-105(030)-1	AUBURN	3rd St SE/Cross St	AIP	DE	17.1	City reviewing Design before beginning to Acquire Right of Way. Construction Spring 2004.	No
2002	8-2-830(006)-1	BAINBRIDGE ISLAND	Winslow Way West	AIP	DE	14.2	CN approval submittals expected Nov 2003. DN 60%.	No
2003	6-E-922(008)-1	BENTON CITY	13th St	SCP	DE	13.1	Project being coordinated with WSDOT. Condemnation required for most R/W. Construction late 2004 or 2005.	No
1994	9-E-003(001)-1	BENTON COUNTY	I-82 To SR 397 Intertie	TPP	DE	98.4	West end on schedule set by Board in November 2002. East end may be split into two phases, with second phase one year later than Board's schedule.	Yes
1999	9-E-003(003)-1	BENTON COUNTY	Piert Road Extension	TPP	DE	42.5	Original electronic survey data corrupted by computer virus. Re-survey is underway. Bid opening in Spring 2004 expected.	No
1990	9-W-152(001)-1	BREMERTON	SR 3 / SR 304, Stage 1	TPP	DE	131.8	Downtown Ad 9/03 (new stage 4) & Ad for the Bremerton stg 1-C 3/04 (new stage 5)	No
2001	9-P-112(002)-2	BURIEN	Highline Corridor Enhancement Project Stage 2	TPP	DE	27.3	Acquiring Right of Way and Utility Undergrounding. Spring 2004	No
2003	9-P-125(001)-1	BURIEN	Maplewild Avenue SW	TPP	DE	7.6	Acquiring Right of Way. Construction Fall 2003	No
2000	9-W-006(008)-1	CLARK COUNTY	NE Highway 99 Realignment	TPP	DE	15.2	Agency currently purchasing right-of-way, and expects to meet current June 2004 bid award target.	No
2003	8-1-110(004)-1	DES MOINES	216th St Intersection	AIP	DE	7.0	City is reviewing this project in light of SR-509 project. This could result in additional right of way. City engineer is meeting with the council to convince them to build the original concept. If they agree, construction will be Fall 2003 otherwise redesign and right of way acquisition will delay the project.	No
2001	8-3-009(003)-1	DOUGLAS COUNTY	Grant Road	AIP	DE	36.5	Right of way issues with this project have delayed development. The county requested that this project be incorporated into their new Grant Road project, TIB project number 8-3-009(006)-1. The intersection project lies in the middle of the new project. By combining the two projects, right of way and design issues can be addressed simultaneously. Construction of the new project is slated for the 2005 construction season.	No
1999	9-E-009(002)-1	DOUGLAS COUNTY	Badger Mountain Road	TPP	DE	28.4	A value engineering study for the project was conducted in April 2003. The study recommendations are being integrated into the project design. Construction is scheduled for summer 2004.	No
2001	8-3-009(004)-1	EAST WENATCHEE	Eastmont Ave	AIP	PND	27.3	The project was transferred from Douglas County to the city. City will be advertise for consulting services this fall. They anticipate construction in 2005.	No

FY 2003 Delayed Projects Report

6 Months Past the Original Bid Award Date

Fund Series	Project No.	Agency	Arterial	Program	Phase	Months Delayed	Reason for Delay/Comments	Board Review
1998	9-E-161(001)-1	EAST WENATCHEE	North Baker Avenue	TPP	DE	51.7	Part of CBD project. Waiting on environmental. Will start right of way acquisition. TIB funds were spent on design of the project. Should be closed out.	No
2001	8-1-138(032)-1	EVERETT	Broadway & Beverly Blvd Intersection	AIP	DE	16.2	Expect construction approval Fall '03.	No
1990	9-P-031(006)-5	EVERETT	SR 527	TPP	DE	59.8	WSDOT. FY90 project subject to Board deadline. CN Fall '03	No
1990	9-P-138(001)-2	EVERETT	112th Street	TPP	DE	66.9	FY90 project subject to Board deadline. CN June '04.	No
1993	9-P-027(003)-1	FIFE	70th Avenue East/Valley Avenue East	TPP	DE	61.8	Local Agency agreement w/ Pierce County is signed. Fife working with TIB staff to get this project moving forward.	No
1999	7-5-188(004)-1	KELSO	Kelso Drive "S" Curves	CHAP	DE	47.6	Right-of-way issues have delayed project. Construction start in Spring 2004 now expected.	No
2000	9-P-206(001)-1	KENMORE	SR 522 Corridor Improvements	TPP	DE	24.3	Cost Increase Construction Summer 2004	No
2001	9-E-173(010)-1	KENNEWICK	Columbia Center Blvd.	TPP	DE	12.1	Bid opening set for October 2003, with construction completion December 2004.	No
2000	9-P-113(004)-5	KENT	Pacific Highway South HOV	TPP	PND	27.3	Federal Funded Project with No TIB Funds	No
2001	9-P-113(005)-4	KENT	Pacific Highway South (Design & R/W Only)	TPP	DE	15.2	Design and Right of Way Only	No
2002	8-1-017(068)-1	KING COUNTY	124th Ave NE	AIP	DE	8.0	Construction Summer 2003	No
2001	9-P-017(021)-2	KING COUNTY	South 272nd Street	TPP	DE	26.3	CN Summer '05.	No
2001	9-P-017(021)-3	KING COUNTY	South 272nd Street	TPP	DE	26.3	Construction Summer 2003	No
2001	9-P-017(022)-1	KING COUNTY	Trans-Valley Corridor	TPP	DE	30.2	Construction Winter 2003	No
2001	9-P-113(005)-6	KING COUNTY	Pacific Highway South Park and Ride	TPP	DE	21.2	Construction Summer 2003	No
1991	9-W-018(001)-1	KITSAP COUNTY	SR 3 - SR 303 (Waaga Way) Interchange	TPP	DE	42.5	Funding from '03 Legislature has revived this project. Ad per WSDOT is scheduled for 1/05.	No
2002	6-E-931(001)-1	KITTITAS	Pierce St/Second Ave	SCP	DE	16.2	City has changed consultant. Project scheduled to be advertised in August 2003.	No
2002	8-4-019(001)-1	KITTITAS COUNTY	Airport Industrial Rd/Bowers Rd	AIP	DE	21.2	Environmental issues delayed design, which now delayed right-of-way acquisition. Expected to go to ad in late 2003.	No
2003	8-5-197(022)-1	LACEY	Yelm Highway (ROW & Construction Only)	AIP	DE	8.0	Design (by city) is 90% complete. R/W acquisition underway. June 2004 bid award is still expected.	No
2003	8-1-118(001)-1	LAKE FOREST PARK	Bothell Way (SR 522)	AIP	DE	7.0	Federal Requirements. Construction Summer 2004	No
1999	8-1-199(004)-1	LAKEWOOD	Stellacoom Blvd/Gravelly Lk Dr/Lakewood	AIP	DE	38.0	ROW condemnation in progress. CN estimated Fall '03.	No
2001	6-E-843(001)-1	LIND	E Street	SCP	DE	25.3	Construction approval expected in July 2003, with bids and construction to follow.	No
1993	8-1-140(014)-1	LYNNWOOD	44th Avenue West	AIP	DE	72.0	Expect construction approval Fall '03/Winter '04.	No
1996	8-1-140(015)-1	LYNNWOOD	Olympic View Drive	AIP	DE	60.8	Delayed due to the CN of 176th project Fall '04/Winter '05.	No
2000	8-1-140(017)-1	LYNNWOOD	176th Street SW	AIP	DE	15.2	Expect construction approval Fall '03/Winter '04.	No
2001	8-1-205(001)-1	MAPLE VALLEY	SR 169 and Witte Road Intersection	AIP	DE	26.3	Design and Right of Way Only. Construction Project will be constructed Summer 2003.	No
1998	8-1-143(004)-1	MARYSVILLE	State Avenue	AIP	DE	61.8	Scheduled for advertisement this Summer.	No
1999	9-P-143(002)-1	MARYSVILLE	State Avenue	TPP	DE	50.2	Scheduled for advertisement this Summer.	No

FY 2003 Delayed Projects Report

6 Months Past the Original Bid Award Date

Fund Series	Project No.	Agency	Arterial	Program	Phase	Months Delayed	Reason for Delay/Comments	Board Review
1997	8-2-155(008)-2	MOUNT VERNON	Cameron Way/Freeway Drive (Construction Only)	AIP	PND	60.8	Delays due to BNRR at grade crossing. CN completion by 8/03.	No
2001	8-2-155(013)-1	MOUNT VERNON	College Way	AIP	DE	26.3	Combined bid with 8-2-155(P12)-1. CN approval by 6/30/03.	No
2000	8-2-155(P12)-1	MOUNT VERNON	College Way (SR-538) Sidewalk Improvemen	PSMP	CN	25.3	Combined bid with 8-2-155(013)-1. CN approval by 6/30/03.	No
2001	8-1-200(002)-1	NEWCASTLE	Coal Creek Pkwy, Phase 2	AIP	DE	16.6	20% design. Construction Summer 2005	No
2003	6-W-973(B04)-1	NORTH BONNEVILLE	Greenleaf Creek Bridge	SCP	DE	8.0	Design and environmental review underway. Construction anticipated in "fish window" in summer 2004.	No
2002	8-2-157(009)-1	OAK HARBOR	SR 20	AIP	PND	16.2	Working with city to move forward.	No
2003	6-W-959(B02)-1	OCEAN SHORES	Ocean Lake Way Bridge	SCP	DE	13.1	Design is being done by WSDOT. Bid opening scheduled for early 2004.	No
2002	9-E-174(003)-1	PASCO	Ainsworth Railroad Crossing (Construction Only)	TPP	PND	15.2	Project construction funds not yet available from FMSIB. Recommend a full review.	Yes
1997	8-1-027(054)-1	PIERCE COUNTY	Canyon Rd E	AIP	DE	51.7	Ad 2/04. ROW purchase in progress.	No
1998	8-1-027(057)-1	PIERCE COUNTY	Canyon Road East	AIP	DE	39.5	Ad 9/03.	No
1999	8-1-027(059)-1	PIERCE COUNTY	112th Street East	AIP	DE	28.4	Constructing interim signal summer 2003. Ad 3/04.	No
2001	8-1-027(060)-1	PIERCE COUNTY	South Prairie Rd E	AIP	DE	15.2	VE study August '03.	No
1998	9-W-150(004)-1	PORT ANGELES	Olympic Peninsula International Gateway	TPP	DE	54.7	Plans are 80% complete. One or two parcels going to condemnation. Signal work planned for Fall 2003, with main project to bid in early 2004.	No
2002	6-E-923(102)-1	PROSSER	Wine Country Road	SCP	DE	25.3	Current TIB financial commitment to design phase complete. Awaiting availability of federal STP funds for construction	No
2001	8-1-107(019)-1	REDMOND	166th Ave NE	AIP	DE	23.3	Construction Summer 2003	No
2001	9-P-107(008)-1	REDMOND	Redmond Overlake Traffic Signal & Transit Priority	TPP	DE	12.0	Construction Fall 2003	No
2001	9-P-107(009)-1	REDMOND	Redmond Way (SR 202)	TPP	DE	14.2	Acquiring Right of Way. Construction Fall 2003	No
1999	6-W-950(001)-1	RIDGEFIELD	Mill Street	SCP	DE	51.7	A revised scope of work should be defined by September 2003. City will then decide whether to withdraw or continue with project.	Yes
2002	8-1-207(001)-1	SAMMAMISH	Issaquah Pine Lake Rd	AIP	DE	15.2	Acquiring Right of Way. Construction Spring '04	No
1999	9-P-121(006)-1	SEATAC	International Blvd-Phase 4	TPP	DE	42.5	Additional SR-509 Improvements Delayed Construction until Spring '04	No
2001	8-1-101(145)-1	SEATTLE	Leary Way NW and NW 46th St	AIP	DE	24.3	Bid Award August 2003	No
2001	8-1-101(146)-1	SEATTLE	35th Ave NE/NE 65th St and NE 75th St	AIP	DE	14.2	Project delayed to incorporate VE recommendations which will improve safety. Bid Award October 2003	No
2002	8-1-101(147)-1	SEATTLE	South Jackson St	AIP	DE	12.1	Bid Award August 2003	No
1998	9-P-101(010)-1	SEATTLE	Lake City Way (SR 522)	TPP	DE	39.5	Construction Fall 2003	No
1999	9-P-101(011)-1	SEATTLE	Alaskan Way Surface Street Improvements	TPP	DE	46.6	Environmental issues have been resolved and approved by FHWA. Construction Fall 2003. Delay Letter Sept 2002.	No
2001	9-P-101(018)-1	SEATTLE	East Marginal Way Overpass	TPP	DE	14.2	Project is in design. Construction Summer 2005	No
2002	6-W-826(105)-1	SEQUIM	Sequim Streetscape Impr/Downtown Revitalization	SCP	DE	34.4	Final design review by WSDOT underway. City expects to bid project in Summer 2003.\	No

FY 2003 Delayed Projects Report

6 Months Past the Original Bid Award Date

Fund Series	Project No.	Agency	Arterial	Program	Phase	Months Delayed	Reason for Delay/Comments	Board Review
1998	8-5-194(P08)-1	SHELTON	Olympic Hwy S Pedestrian Path	PSMP	PND	55.7	TIB funds being used for construction only. Additional HES funds have been secured, so city expects to advertise project in late Fall 2003.	No
2001	9-P-202(002)-1	SHORELINE	Aurora Ave N Multimodal Corridor Project	TPP	DE	20.2	Environmental regulations, R/W issues, Funding availability, staff changes, CN Summer 2005 Project will be withdrawn	No
2001	P-P-202(P03)-1	SHORELINE	15th Ave NE on the East side	PSMP	CN	18.2		No
2002	6-W-832(003)-1	SKAGIT COUNTY	Main St Road Improvement (Construction Only)	SCP	PND	15.2	ROW issues with Town of Concrete will delay Ad 'til 2/04.	No
1999	8-1-142(008)-1	SNOHOMISH	Avenue D	AIP	DE	57.8	Expect construction approval Fall '03.	No
1990	9-P-031(004)-4	SNOHOMISH COUNTY	Airport Rd/128th St/132nd St (SR 96)	TPP	DE	27.3	FY90 project is subject to Board deadline. The county is working to transfer construction to WSDOT.	No
1990	9-P-031(005)-3	SNOHOMISH COUNTY	Meridian St, Lundeen Pkwy	TPP	DE	27.3	FY90 project subject to Board deadline.	No
2002	8-3-165(076)-1	SPOKANE	Freya Street	AIP	DE	12.1	The project is scheduled for advertisement in August 2003, with completion by December 2003.	No
2002	8-3-165(077)-1	SPOKANE	I-90 Eastbound Ramp (Construction Only)	AIP	PND	16.2	WSDOT is nearing approval to acquire R/W. Access hearing scheduled for August. Bid opening in late 2004.	No
2002	8-3-165(078)-2	SPOKANE	Regal Street (Construction Only)	AIP	PND	8.0	This project is subject to R/W acquisition and could have some additional delays. Anticipate going to ad by the end of 2003.	No
2002	8-3-165(079)-1	SPOKANE	Thor St/Freya St Couplet	AIP	DE	12.1	Right-of-way should be complete in August/September and seek construction approval for a late fall bid.	No
1999	9-E-032(010)-2	SPOKANE COUNTY	Harvard Rd/I-90 Interchange (Const Only)	TPP	PND	37.5	The project was funded as a Spokane County project. It is now located in the city of Liberty Lake. Stage 1 is complete and functioning. Stage 2 is construction of a pedestrian bridge at the overcrossing. The cost for the ped bridge is much higher than anticipated. The city proposed an alternate location but their proposal did not fit the funding program requirements. The city is looking for additional funding elsewhere but is unsuccessful to date.	No
2001	9-E-032(015)-1	SPOKANE COUNTY	Valley Couplet Project 2	TPP	PND	15.2	The project is located in the new city of Spokane Valley. The city is developing their Comp Plan. After the plan is developed, the direction of the project will be determined.	No
1993	8-1-128(071)-1	TACOMA	River Road/Pioneer Way	AIP	DE	99.4	Tentative schedule to advertise for bids in late June 2003 pending results of wetland study (City requirement).	No
2000	8-1-128(084)-1	TACOMA	South Tyler St	AIP	DE	38.5	Ad 3/05.	No
2002	8-1-128(086)-1	TACOMA	Norpoint Way	AIP	DE	13.1	Pending Fed ROW certification. Advertise in July '03.	No
2001	9-P-128(017)-1	TACOMA	D Street Overpass	TPP	DE	24.3	Ad 10/03.	No
2001	8-5-034(012)-1	THURSTON COUNTY	Pacific Ave/Kinwood Street I/S	AIP	DE	25.3	Design is 90% complete, and County expects to meet revised bid award date of November 2003.	No
2003	8-1-116(008)-1	TUKWILA	S 144th St	AIP	DE	10.1	Project will be constructed Spring 2004 to avoid traffic disruption with project under construction Summer 2003	No

FY 2003 Delayed Projects Report

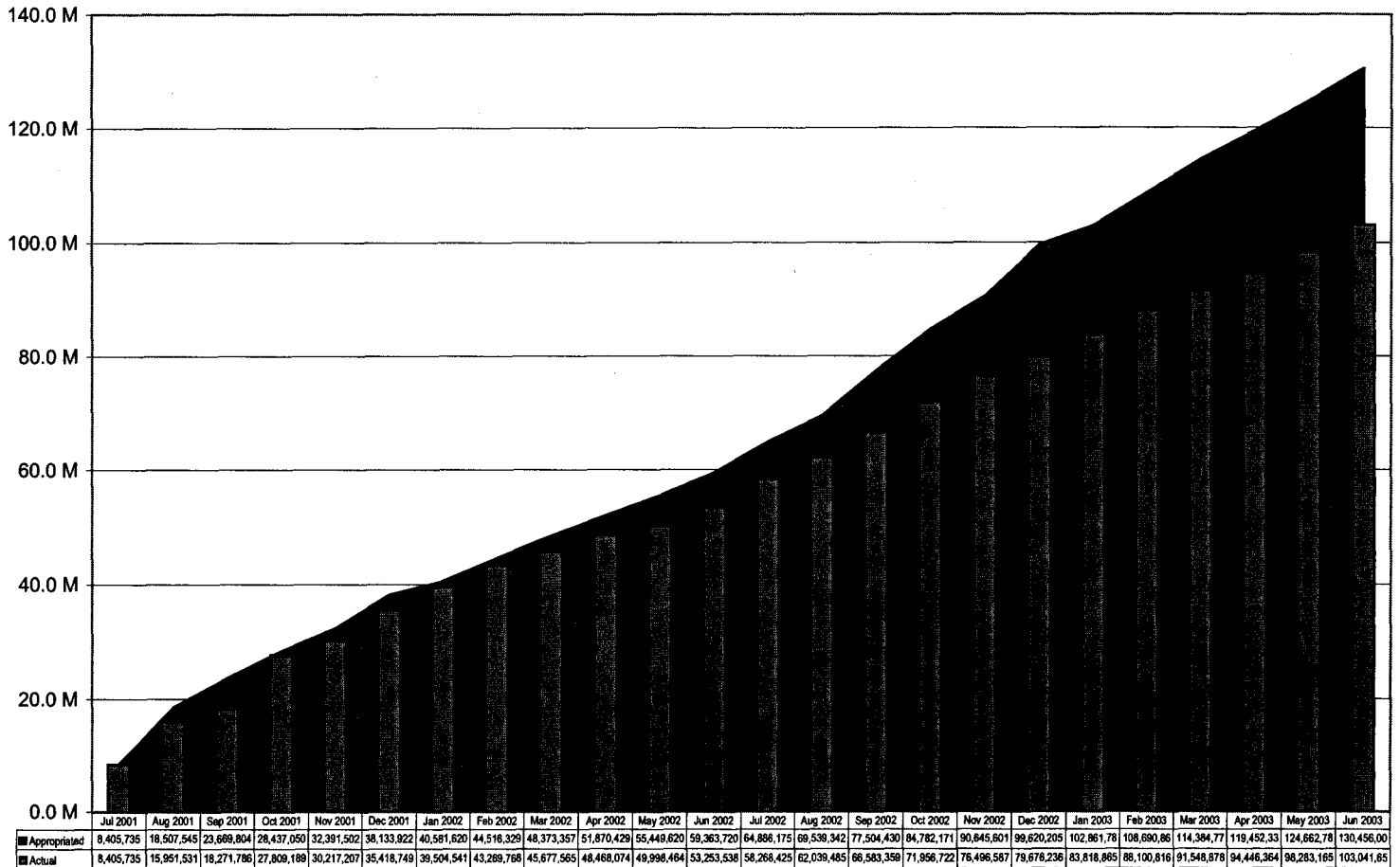
6 Months Past the Original Bid Award Date

Fund Series	Project No.	Agency	Arterial	Program	Phase	Months Delayed	Reason for Delay/Comments	Board Review
1996	9-P-116(102)-1	TUKWILA	Green River Valley Signal Interconnect Littlerock Road	TPP	CN	31.4	Construction Summer 2003	No
2001	8-5-196(015)-1	TUMWATER		AIP	DE	14.2	Design is 80% complete and VE is being scheduled for late summer 2003. Construction remains scheduled for 2005.	No
2001	9-W-196(005)-1	TUMWATER	Airdustrial Way	TPP	DE	16.2	Agency expects to meet current March 2004 bid award date.	No
2001	9-E-181(002)-1	UNION GAP	Valley Mall Boulevard Extension	TPP	DE	16.2	Project delayed by environmental and FAA airport issues. Expected to go to bid by early 2004.	No
1999	8-5-184(032)-1	VANCOUVER	Burton Road (2)	AIP	DE	39.5	Right-of-way issues nearing resolution. Spring 2004 construction start.	No
2000	8-5-184(034)-1	VANCOUVER	NE 28th Street (Burton Road (3))	AIP	DE	38.5	Right-of-way issues nearing resolution. Spring 2004 construction start.	No
2001	8-5-184(035)-1	VANCOUVER	NW Fruit Valley Road	AIP	PND	28.4	Right-of-way issues nearing resolution. Spring 2004 construction start.	No
2001	8-3-004(001)-1	WENATCHEE	Maple Street	AIP	DE	14.2	The project was transferred from the county to the city of Wenatchee. The city is finalizing right of way this summer. They are planning to advertise early 2004.	No
2002	8-3-160(021)-1	WENATCHEE	Wenatchee Ave (SR 285)	AIP	DE	12.1	Bids were recently opened on the project. A favorable bid was received and the project is under construction.	No
2001	8-4-172(007)-1	WEST RICHLAND	Keene Road (Phase 1)	AIP	DE	29.3	Delayed by need for additional R/W at WSDOT intersection. Expected to go to construction in late 2003.	No
1999	8-4-039(019)-1	YAKIMA	West Washington Avenue	AIP	DE	27.3	FAA funding and approvals have delayed project. Bid award expected by November 2003.	No
2001	8-4-039(021)-1	YAKIMA	West Nob Hill Blvd	AIP	DE	16.2	Delay caused by coordination issues with private developer. Bid award expected in late summer 2004.	No
2002	8-4-180(019)-1	YAKIMA	River Rd	AIP	DE	12.7	Delay caused by lack of city utility funding for upgrades; irrigation system conflicts, and right-of-way issues. Bid award in early 2005 expected.	No
2001	9-E-039(007)-1	YAKIMA	Washington Avenue	TPP	DE	16.2	FAA funding and approvals have delayed project. Bid award expected by November 2003.	No
1996	9-E-039(001)-1	YAKIMA COUNTY	Keys Road	TPP	DE	87.2	Project schedule approved by Board in November 2002 expected to be met.	No



Washington State Transportation Improvement Board Transportation Improvement Account (TIA)

2001-03 Transportation Improvement Account (TIA) Transportation Partnership Program (TPP) Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Transportation Partnership Program	103,041,656	130,456,000	27,414,344	
TIA TOTAL	103,041,656	130,456,000	27,414,344	9,047,526

Notes:

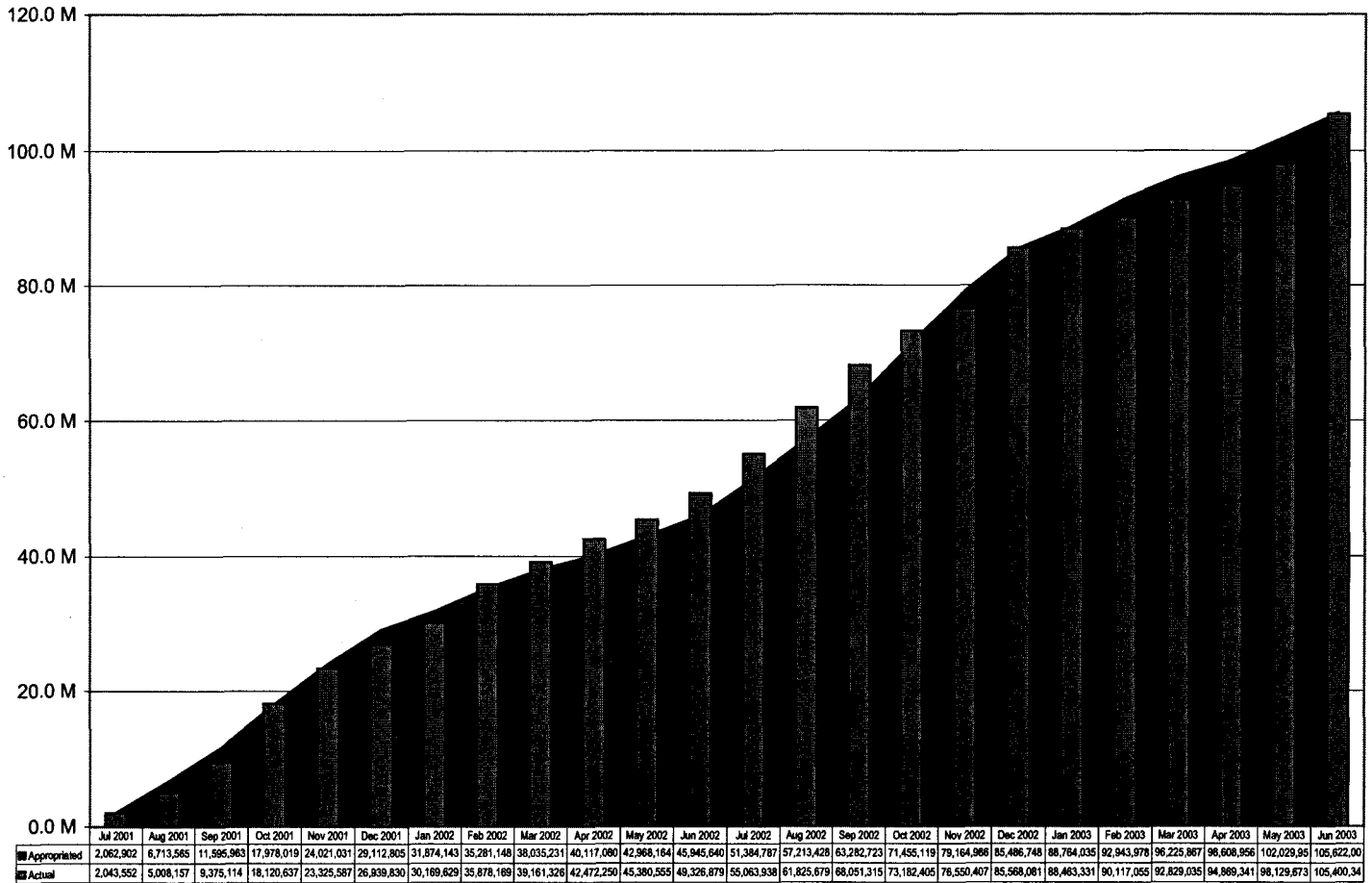
- TIB's 2001-03 Capital Appropriation provided \$130,456,000 for the Transportation Improvement Account.
- Ending 2001-03 Appropriation balance for the TIA is \$27,414,344.
- TIA has \$23,955,000 in bond authority remaining (RCW 47.26.500).
- TIB's Capital Appropriation is managed using the Capital Management System.

As of (June 30, 2003)



Washington State Transportation Improvement Board Urban Arterial Trust Account (UATA)

2001-03 Urban Arterial Trust Account (UATA) Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Arterial Improvement Program	73,320,410			
City Hardship Assistance Program	732,428			
Pedestrian Safety and Mobility Program	9,780,687			
Small City Program	21,566,822			
UATA TOTAL	105,400,347	105,622,000	221,653	9,310,430

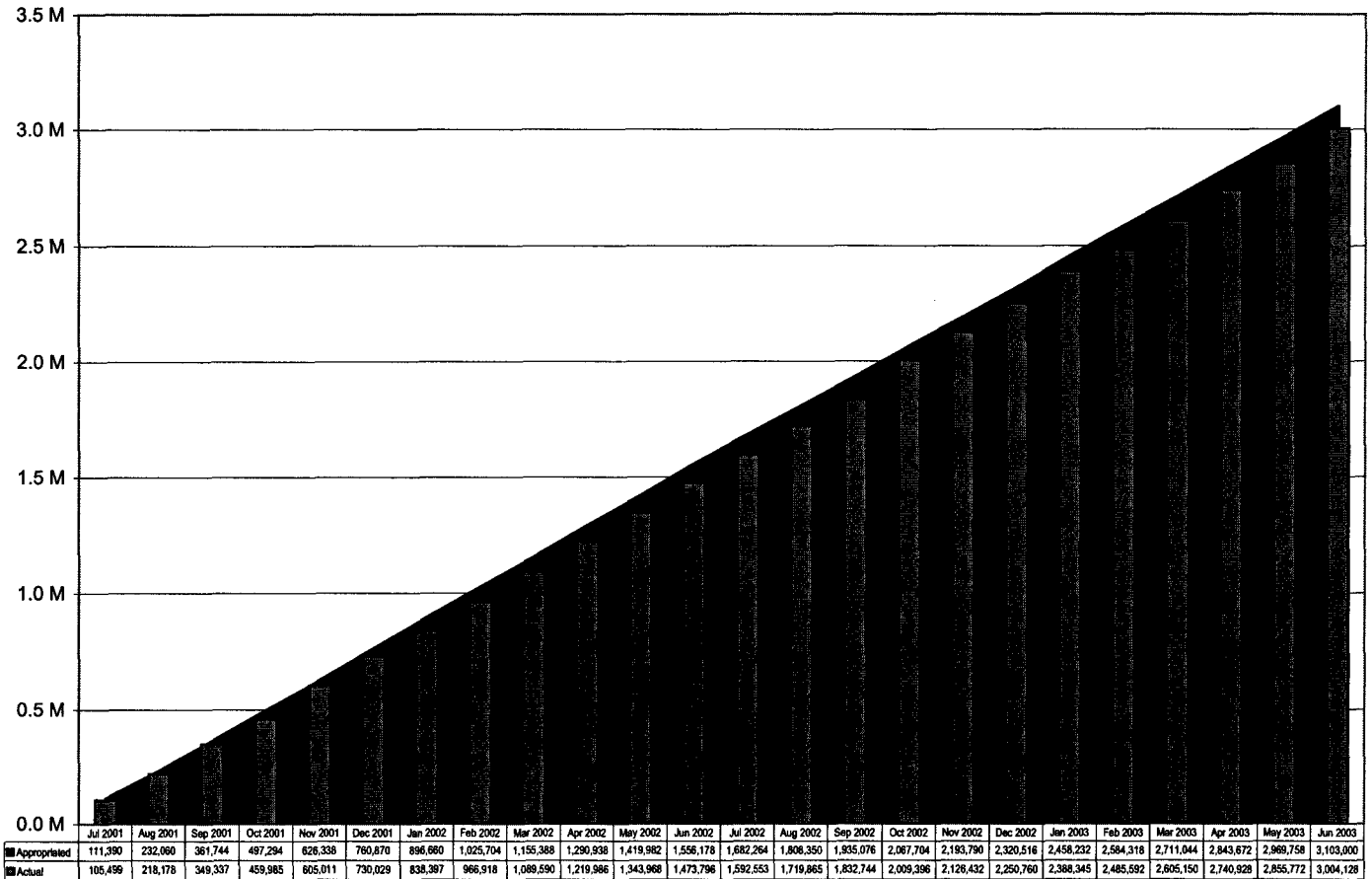
Notes:

- TIB's 2001-03 Capital Appropriation provided \$105,622,000 for the Urban Arterial Trust Account.
- Ending 2001-03 Appropriation balance for the UATA is \$221,653.
- TIB's Capital Appropriation is managed using the cash method of accounting.



Washington State Transportation Improvement Board Administrative Expenses

2001-03 Administrative Expenditures Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance
UATA	1,502,371	1,561,354	58,983
TIA	1,501,758	1,560,330	58,572
ADMINISTRATION	3,004,128	3,121,684	117,556

A- Salary and Wages	2,068,114
B - Employee Benefits	371,023
E - Goods and Services	446,985
G - Travel	118,006
J - Capital Outlays	
ADMINISTRATION TOTAL	3,004,128

Notes:

- TIB's 2001-03 Operating Appropriation provided expenditure authority for 16.9 FTE's.
- Actual expenditures include a \$25,000 recovery of expenditures associated with the September 2002 office relocation.
- TIB's Operating Appropriation is made up of 16.9 FTE's and 16.9 FTE's of 16.9 FTE's.

As of (June 30, 2003)

Project Activity Report

May 1, 2003 to June 30, 2003

Project No.	Agency	Arterial	Termini	Phase	TIB Funds	Change in TIB Funds	Board Increase
Arterial Improvement Program (AIP)							
8-2-152(023)-1	BREMERTON	West Hills Commercial Improvements	Auto Center Way to Kean Street	Audit	1,262,800	0	0
8-2-152(024)-1	BREMERTON	Warren Ave (SR 303)	SR 303 at Callahan Dr	Design	725,000	0	0
8-2-159(010)-1	BURLINGTON	Rio Vista Ave	Skagit St to Section St	Bid Award	432,102	0	0
8-5-006(035)-1	CLARK COUNTY	NE Covington Road (Construction Only)	NE 102nd Avenue to NE 76th Street	Bid Award	1,554,582	-677,538	-677,538
8-3-009(003)-1	DOUGLAS COUNTY	Grant Road	Kentucky Ave I/S	Withdrawn	-	-528,000	-528,000
8-3-009(006)-1	DOUGLAS COUNTY	Grant Rd	James St to Niles St	Design	1,753,419	528,000	528,000
8-1-201(001)-1	EDGEWOOD	Jovita Boulevard	114th Avenue Intersection	Audit	984,048	156,000	156,000
8-1-124(003)-1	ENUMCLAW	2nd St	Roosevelt Ave SR-410 to Griffin Ave SR-164	Bid Award	820,253	111,803	111,803
8-1-138(033)-1	EVERETT	Evergreen Way	41st Street to 47th Street	Bid Award	1,273,500	0	0
8-1-113(005)-1	FEDERAL WAY	Pac Hwy S HOV Lanes Stage II (Construction Only)	South 324th St to South 340th St	Bid Award	2,503,015	-44,018	-44,018
8-2-985(004)-1	FERNDALE	Main St	Labounty Rd to Third St	Bid Award	1,871,000	635,000	635,000
8-1-134(009)-1	FIFE	Pacific Hwy East	Wapato Creek to Willows Rd	Audit	204,197	0	0
8-5-188(014)-1	KELSO	13th Avenue	Grade Street Intersection	Audit	99,517	44	44
8-1-106(026)-1	KENT	Meeker St	Washington Ave to 64th Ave S	Audit	946,842	0	0
8-1-106(028)-1	KENT	Central Ave N	George St to Smith St	Bid Award	924,000	0	0
8-5-197(018)-1	LACEY	Ruddell Rd SE	39th Ave SE to Yelm Hwy	Audit	2,445,153	0	0
8-5-197(019)-1	LACEY	Yelm Highway (Design Only, No ROW)	College Street to Ruddell Road	Audit	135,850	-10	-10
8-2-839(005)-1	LYNDEN	Birch Bay Lynden Rd	Duffner Dr to Tromp Rd	Construction	562,337	73,348	73,348
8-1-132(001)-1	MILTON	Milton Way	20th Street I/S	Audit	323,189	0	0
8-3-162(012)-1	MOSES LAKE	CBD Signal Coordination	Pioneer to 5th Ave	Audit	348,135	0	0
8-1-141(006)-1	MOUNTLAKE TERRACE	220th St SW	I-5 Ramps to SR 99	Construction	1,056,117	0	0
8-1-145(003)-1	MUKILTEO	Mukilteo - 121st Street	SR 525 to 300 ft West of Cyrus Way	Withdrawn	-	-1,593,900	-1,593,900
8-4-174(018)-1	PASCO	Road 68 Widening	I-182 to 500' N of Sandifur P	Audit	330,603	2,684	2,684
8-1-027(057)-2	PIERCE COUNTY	Canyon Road East (Pond)	Brookdale Stormwater Facility	Bid Award	613,715	0	0
8-1-129(015)-1	PUYALLUP	East Pioneer Way	2nd St SE/3rd St SE to 17th St SE	Bid Award	1,334,300	0	0
8-1-107(019)-1	REDMOND	166th Ave NE	Redmond Way to NE 85th St	Bid Award	444,000	0	0
8-1-101(149)-1	SEATTLE	14th Avenue South	South Director Street to South Dallas Street	Design	1,209,766	0	0
8-3-032(057)-1	SPOKANE COUNTY	16th Avenue	Evergreen to Sullivan Road	Bid Award	1,242,679	119,640	119,640
8-3-032(058)-1	SPOKANE COUNTY	Mission Ave	Evergreen Rd to Sullivan Rd	Bid Award	1,358,341	-1,061,005	-1,061,005
8-3-032(059)-1	SPOKANE COUNTY	Evergreen Road	16th Ave to 300' S of Sprague	Bid Award	2,044,914	-577,086	-577,086
8-1-128(077)-1	TACOMA	McKinley Ave	East 72nd St to East 96th St	Audit	2,970,893	0	0
8-1-128(083)-1	TACOMA	South Alaska Street	South 38th Street to South 56th Street	Bid Award	2,872,956	64,156	64,156
8-1-128(088)-1	TACOMA	South Tacoma Way	Pine St to South 38th St	Design	112,591	0	0
8-5-034(010)-1	THURSTON COUNTY	Martin Way/ Meridian / Duterrow	Intersection	Audit	545,724	0	0
8-5-196(010)-1	TUMWATER	Capitol Blvd	M Street to Trosper Road	Audit	306,106	0	0
8-5-196(011)-1	TUMWATER	Cleveland Ave	South St to North St	Audit	1,371,143	0	0
8-3-160(013)-1	WENATCHEE	Cbd Traffic Signal Improvements	Spokane Street to Ninth Street	Audit	995,506	0	0
8-3-160(021)-1	WENATCHEE	Wenatchee Ave (SR 285)	Maple St to Miller St	Bid Award	278,123	-1,877	-1,877
8-2-037(006)-1	WHATCOM COUNTY	Alderwood/Airport Drive	Marine Drive to Bennett Drive	Audit	964,616	-12,884	-12,884
8-2-037(007)-1	WHATCOM COUNTY	Yew St Rd	Samish Way to Kingsmill Rd	Design	1,721,000	0	0
8-4-039(016)-2	YAKIMA COUNTY	72nd Avenue	Mead Ave to Washington Ave	Contr Compl	500,465	0	0
8-4-039(018)-1	YAKIMA COUNTY	Tieton Drive	South 72nd Avenue to South 96th Avenue	Bid Award	1,776,482	-83,418	-83,418
Total Change in TPP Funds					-2,889,062		
City Hardship Assistance Program (CHAP)							
7-3-850(001)-1	LEAVENWORTH	SR 209 (Chumstick Hwy)	SR 2 to City Limits	Audit	67,006	730	730
7-1-823(004)-1	STANWOOD	Pioneer Highway Improvements	Bridge Replacement at Cedarhome Drive	Audit	681,916	0	0
Total Change in CHAP Funds					730		

Project Activity Report

May 1, 2003 to June 30, 2003

Project No.	Agency	Arterial	Termini	Phase	TIB Funds	Change in TIB Funds	Board Increase
Pedestrian Safety and Mobility Program (PSMP)							
6-P-808(P07)-1	BUCKLEY	Naches St	Park St to Main Ave	Audit	59,016	0	0
P-W-191(P04)-1	COSMOPOLIS	Second Street	C Street to Maple Street	Construction	71,114	0	0
P-P-122(P01)-1	HUNTS POINT	Hunts Point Rd	NE 30th to 4300 Block	Withdrawn	-	-100,000	0
P-W-969(P02)-1	ILWACO	Elizabeth Avenue	Howerton Way to Spruce Street (SR 101)	Bid Award	70,223	12,573	YES
P-P-017(P01)-1	KING COUNTY	12 Ave SW Phase II	SW 116 St to SW 107 St	Audit	171,271	0	0
8-1-199(P05)-1	LAKEWOOD	59th Ave SW	Seeley Lake Apt to 100th St	Audit	100,000	0	0
P-W-956(P04)-1	MCCLEARY	Simpson Avenue & 5th Street	Maple Street to 4th Street	Contr Compl	129,818	21,646	YES
P-E-891(P02)-1	METALLINE FALLS	Fifth Ave/Grand View/Fourth/Park	Washington to Third	Bid Award	100,000	0	0
P-E-881(P03)-1	OKANOGAN	Fifth Ave	100' s/o Nickell to Conconully St	Construction	99,718	0	0
6-E-863(P03)-1	QUINCY	4th Ave SE/C St SE	F Street (SR 28) to 3rd Avenue	Bid Award	43,125	5,625	0
P-P-202(P01)-1	SHORELINE	1st Ave NE on the West side	NE 185th St to NE 192nd St	Audit	119,480	0	0
P-P-202(P02)-1	SHORELINE	North 175th St on the North side	15th Ave NE to YMCA	Audit	52,000	0	0
P-P-202(P04)-1	SHORELINE	North 175th St	Meridian Ave N to Corliss Ave N	Audit	69,221	0	0
P-E-032(P02)-1	SPOKANE COUNTY	Montgomery Avenue	Locust Road to UPRR	Audit	128,960	0	0
6-P-823(P05)-1	STANWOOD	272nd St NW	72nd Ave NW to 600' west	Audit	73,800	0	0
P-P-128(P01)-1	TACOMA	Northshore Parkway	Ridge Dr - Orca Dr to 45th Ave - 49th Ave	Audit	69,167	-1,348	0
P-P-128(P02)-1	TACOMA	Northshore Pkwy	Nassau Ave NE to Fairwood Blvd NE	Audit	58,915	-2,335	0
P-P-128(P03)-1	TACOMA	Business District Hazardous Sidewalk Rep	11 Business District	Bid Award	59,451	-549	0
P-E-854(P02)-1	WATERVILLE	Central Business District Sidewalk Improvements		Bid Award	99,288	0	0
8-2-037(P05)-1	WHATCOM COUNTY	Airport Drive	Bennett Drive to Marine Drive	Audit	91,269	-8,731	0
P-W-951(P04)-1	YACOLT	East Yacolt Road	North Ankeny Avenue to Town Limits	Bid Award	57,209	2,584	0
Total Change in PSMP Funds						-70,535	
Small City Program (SCP)							
6-E-893(I01)-1	AIRWAY HEIGHTS	SR 2 Sidewalks	Russell Street to Lundstrom Street	Audit	50,000	0	0
6-E-868(B05)-1	ALMIRA	3rd Avenue Bridge	Locust to North City Limit	Audit	60,919	-9,081	0
6-E-922(I05)-1	BENTON CITY	SR 225/Old Inland Empire Hwy	SR 225 to WC/L	Audit	28,106	0	0
6-E-922(I07)-1	BENTON CITY	7th Street Extension	SR 225 to Della Avenue	Audit	121,681	-5,154	0
6-E-848(I03)-1	CHELAN	Lakeside Vicinity Sidewalk	SR 97 MP 232.08 to Water Street	Audit	5,228	-1	0
6-E-930(I02)-1	CLE ELUM	First St	Oakes Ave Intersection	Bid Award	306,000	0	0
6-E-986(I03)-1	COLFAX	Cedar Street Pathway	6th Street Bridge to North City Limits	Audit	26,531	-199	0
6-E-902(I04)-1	COLVILLE	SR 395	MP 228.43 to MP 230.91	Audit	200,000	0	0
6-E-926(I02)-1	CONNELL	Clark St	North Columbia Ave to North 5th St	Audit	528,451	23,650	0
6-E-926(I03)-1	CONNELL	Clark St	N Fifth St to Cemetery Rd	Bid Award	477,248	0	0
6-E-926(I04)-1	CONNELL	Elm Street Overlay	Ford to 7th	Bid Award	91,000	0	0
6-W-191(I04)-1	COSMOPOLIS	Second Street	Maple Street to SR 101	Construction	172,748	0	0
6-W-191(I02)-1	COSMOPOLIS	Downtown Corridor	West City Limits to East City Limits	Audit	85,397	-8,098	0
6-W-827(I07)-1	COUPEVILLE	Citywide Arterial Overlay	Various Locations	Bid Award	303,275	-88,725	0
6-E-869(I01)-1	CRESTON	E Street	S First Street to SR 2	Audit	68,933	-4,615	0
6-E-870(I04)-1	DAVENPORT	Harker Street	Morgan St to Merriam St	Audit	242,853	0	0
6-E-894(I02)-1	DEER PARK	Colville Avenue	Crawford Avenue to H Street	Audit	340,143	-77,723	0
6-P-802(I02)-1	DUVALL	Bruett Rd	3rd Pl Ave to 1500' east	Audit	554,259	0	0
6-P-802(I05)-1	DUVALL	Bruett Rd/NE 150th St	27300 block of Bruett Rd E to 27500 block	Bid Award	471,759	-27,308	0
6-W-955(I01)-1	ELMA	Harding Road	Garden Hill to North City Limits	Audit	765,483	0	0
6-E-879(I01)-1	ELMER CITY	Front Street	Walker Lane to North City Limits	Audit	385,876	46,605	0
6-E-879(I02)-1	ELMER CITY	Seaton Avenue	Front Street/SR 155 to East City Limits	Audit	292,797	54,797	0
6-E-849(I01)-1	ENTIAI	Entiat Way	Hedding Street to Auviel Street	Audit	486,904	36,504	0
6-E-849(I02)-1	ENTIAI	Entiat Way	Auviel/Entiat Rvr Rd to SR 97A/Hedding	Contr Compl	613,500	27,706	0
6-E-910(I02)-1	FARMINGTON	Main Street Sidewalk	First & Second Streets	Audit	6,795	0	0
6-E-858(I01)-1	GEORGE	Washington Way/Royal Anne Drive - Phase 1	West Montmorency Boulevard to North City Limits	Audit	502,823	0	0

Project Activity Report

May 1, 2003 to June 30, 2003

Project No.	Agency	Arterial	Termini	Phase	TIB Funds	Change in TIB Funds	Board Increase
6-E-935(001)-1	GOLDENDALE	Simcoe Drive/Columbus Avenue	SR 97/ Industrial to Columbus Ave	Audit	728,827	0	0
6-W-953(002)-1	KALAMA	Military Road	China Garden Road to C/L (past Woodale)	Audit	514,970	0	0
6-W-953(003)-1	KALAMA	Meeker Drive	Kingwood Street NE to Nectarine Street	Audit	512,801	0	0
6-W-953(001)-1	KALAMA	West Frontage Road	Kingwood Street to Elm Street	Audit	8,980	0	0
6-E-931(001)-1	KITTITAS	Pierce St/Second Ave	Patrick Ave to Main St	Construction	354,356	-85,644	
6-W-949(001)-1	LA CENTER	Aspen Avenue	West 10th Street to Heritage Loop	Audit	168,126	-138	
6-W-949(002)-1	LA CENTER	West 10th Street	West B Avenue to Aspen Avenue	Audit	85,636	-11,414	
6-W-828(004)-1	LANGLEY	Camano Avenue Sidewalk	Sixth Street to Sandy Point Road	Design	35,099	0	
6-E-904(001)-1	MARCUS	Overlook Blvd/Delicious St	SR 25 to SR 25	Audit	447,768	10,468	
6-W-956(003)-1	MCCLEARY	Main Street	Fir Street to Elementary School	Audit	498,599	0	
6-E-897(002)-1	MEDICAL LAKE	North Trail Project	Stanley St/Tara Lee Ave to Jefferson St/4th Ave	Audit	14,156	0	
6-W-957(001)-1	MONTESANO	McBryde Street	3rd Street to Church Street	Audit	440,319	-159	
6-W-961(001)-1	MORTON	Davis Lake Road	First St to East C/L	Audit	238,991	0	
6-W-963(001)-1	NAPAVINE	E Rowell Rd/3rd Ave NE/E Rathburn St/4t	2nd Avenue NE to Park Street	Audit	494,811	-282	
6-P-804(002)-1	NORTH BEND	Tanner Trail	Cedar Falls Way to South Fork Snoqualmie Rv	Bid Award	28,092	0	
6-W-964(001)-1	PE ELL	Kelso, California, Harkum Streets	Washington Street to North City Limits	Audit	268,516	-952	
6-W-964(003)-1	PE ELL	3rd Street	Pe Ell Avenue to 4th Avenue	Audit	431,941	0	
6-W-971(004)-1	RAYMOND	Third and Franklin Intersection	Franklin St @ SR 101 to Third St @ Ellis St	Audit	298,847	0	
6-W-971(003)-1	RAYMOND	Willapa Hills Trail	SR 101 to City Limits	Audit	14,154	107	
6-E-855(001)-1	REPUBLIC	Clark Avenue	10th St to Klondike	Construction	444,000	0	
6-E-898(001)-1	ROCKFORD	Center Avenue	Emma Street to North Street	Audit	299,260	-10,820	
6-E-898(001)-1	ROCKFORD	Mica Creek Bridge	On First Street	Bid Award	84,440	0	
6-W-826(002)-1	SEQUIM	Hendrickson Road	Sequim Avenue to 5th Avenue	Audit	214,657	0	
6-W-832(002)-1	SKAGIT COUNTY	Main Street	Baker River Bridge Rehab	Bid Award	329,082	-318	
6-P-806(002)-1	SNOQUALMIE	River Street	384th Avenue SE to Falls Avenue	Audit	575,000	61,376	
6-P-806(003)-1	SNOQUALMIE	Park Street	Meadowbrook Way to City Park Entrance	Audit	304,123	0	
6-W-972(003)-1	SOUTH BEND	First Street-phase 3	Alder Street to Cedar Street	Audit	317,476	0	
6-W-972(002)-1	SOUTH BEND	Robert Bush Drive Sidewalks	Ferry Street to Weir Street	Audit	5,677	0	
6-W-974(002)-1	STEVENSON	Rock Creek Drive	Ryan Allen Road to SR 14	Audit	587,367	0	
6-W-974(001)-1	STEVENSON	Stevenson Couplet (SR 14 and First St)	Seymour Street to Columbia Avenue	Audit	156,069	0	
6-W-977(001)-1	TENINO	Garfield/Lincoln/Howard/Keithahn/2nd St	Keithahn to Wichman	Audit	331,494	0	
6-E-920(001)-1	UNIONTOWN	Montgomery Street SR 195	Frank Street to Owen Street	Audit	31,289	-732	
6-E-900(001)-1	WAVERLY	Prairie View Road	South City Limits to Waverly Bridge	Audit	393,723	5,148	
6-E-875(002)-1	WILBUR	South Division Street	Bruce to Regent	Audit	19,797	447	
6-P-816(002)-1	WILKESON	Railroad Ave	Church St (SR 165) to East Town Limits	Bid Award	181,687	52,500	
6-W-968(003)-1	WINLOCK	Byham Road/NW Dexter Avenue	King Road to Tennessee Road	Bid Award	351,966	0	
Total Change in SCP Funds						-12,057	
Transportation Partnership Program (TPP)							
9-P-103(006)-1	BELLEVUE	I-405 - Bellevue Downtown Access	NE 4th, 6th, 8th Sts to I-405	Bid Award	4,020,530	0	
9-E-168(003)-1	CHENEY	Parkway Drive	330' East of SR 904 to N 6th Street	Audit	584,979	0	
9-W-006(001)-2	CLARK COUNTY	NE 99th Street	NE Highway 99 to NE 50th Avenue	Audit	4,347,926	0	
9-W-006(006)-2	CLARK COUNTY	76th Street	107th Ave I/S	Audit	4,481	0	
9-W-191(001)-1	COSMOPOLIS	Downtown Corridor	W City Limits to E City Limits	Audit	22,638	0	
9-P-113(004)-3	DES MOINES	Pacific Highway South (SR-99) Redevelopment	South 216th Street to SR-516	Bid Award	4,524,458	-436,642	
9-W-188(002)-1	KELSO	Multi-Modal Transportation Facility	Oak Street to Maple Street	Audit	192,164	0	
9-P-113(004)-4	KENT	Pacific Highway South SR-99 HOV Lanes	SR-516 to South 252nd Street	Bid Award	331,148	-128,852	
9-P-017(002)-1	KING COUNTY	140th Place Southeast	Pipeline Road to SR 169	Audit	885,536	0	
9-P-017(006)-1	KING COUNTY	NE 124th Street	132nd Place NE to SR 202	Audit	3,297,313	0	
9-P-017(008)-1	KING COUNTY	Petrovitsky Road	143rd Ave SE to 151st Ave SE	Audit	909,315	0	
9-P-017(018)-1	KING COUNTY	228th Ave SE/NE, Phase 1	Issaquah Pine Lake Road to Inglewood Hill Road	Audit	1,662,457	0	

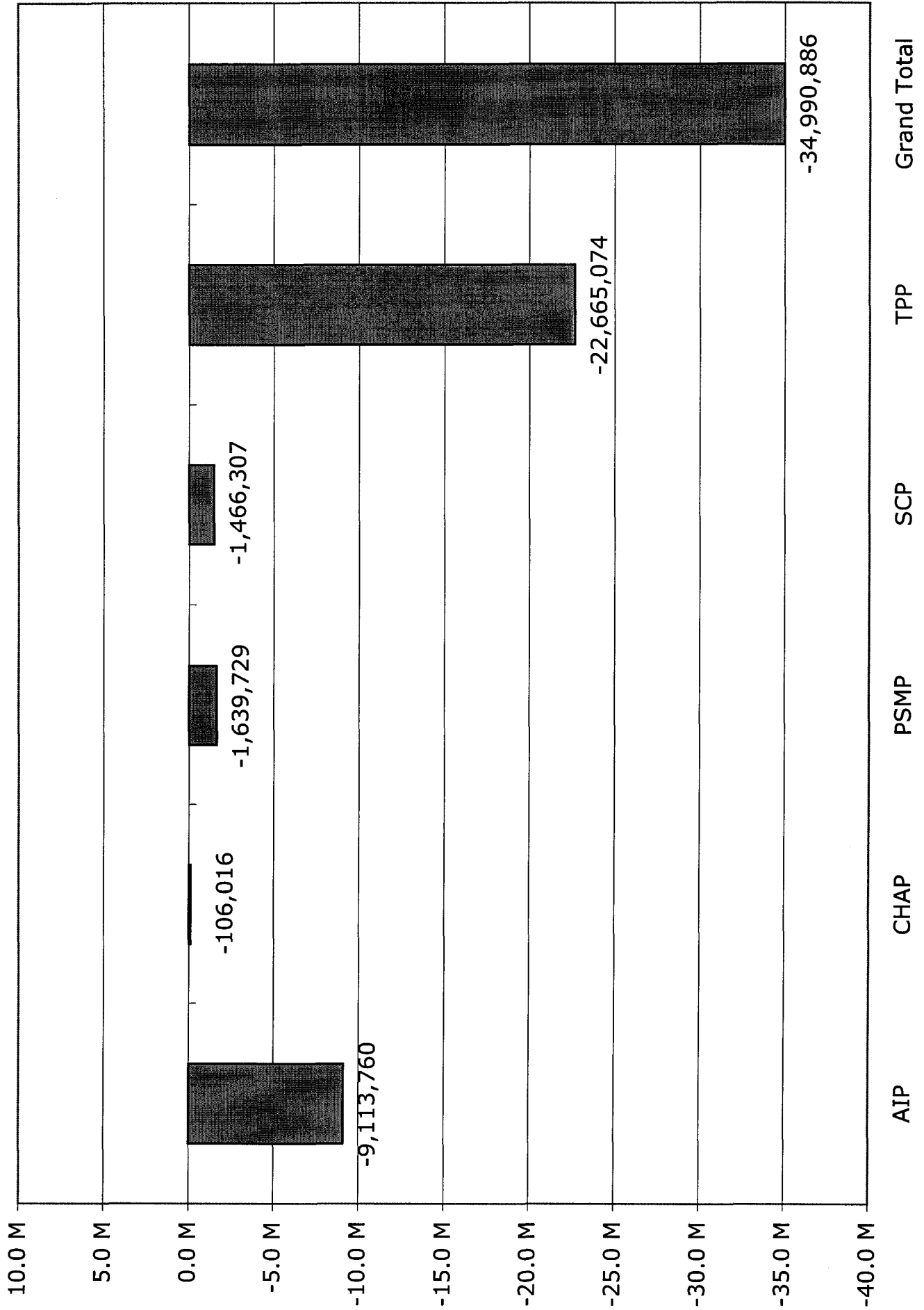
Project Activity Report

May 1, 2003 to June 30, 2003

Project No.	Agency	Arterial	Termini	Phase	TIB Funds	Change in TIB Funds	Board Increase
9-P-017(021)-1	KING COUNTY	S 277th Street	West Valley Highway to East Frontage Road	Construction	4,750,000	0	0
9-P-113(005)-6	KING COUNTY	Pacific Highway South Park and Ride	Federal Way	Construction	2,400,000	0	0
9-W-021(101)-1	LEWIS COUNTY	National Avenue	Chamber Way I/S	Audit	13,000	0	0
9-P-140(003)-3	LYNNWOOD	SR 99, Stage 3	208th Street SW to 168th Street SW	Contr Compl	6,043,314	0	0
9-P-143(003)-1	MARYSVILLE	State Avenue	152nd St NE to 136th St NE	Design	3,526,226	0	0
9-W-155(001)-1	MOUNT VERNON	Multi-Modal Transportation Center	Downtown Mount Vernon	Bid Award	1,300,500	0	0
9-P-112(002)-1	NORMANDY PARK	First Avenue South Enhancement	SW 162nd Street to 400ft north of SW 174th Street	Bid Award	1,244,330	162,304	0
9-P-112(002)-4	NORMANDY PARK	The Highline Corridor Emergency Relief	SW 174th Street to 400ft north	Bid Award	321,143	41,888	0
9-W-195(002)-1	OLYMPIA	Union Avenue	Cherry Street to Plum Street	Audit	224,281	0	0
9-P-027(005)-1	PIERCE COUNTY	Canyon Road East	106th St East to 116th St East	Bid Award	2,717,603	0	0
9-P-027(008)-2	PIERCE COUNTY	Lake Tapps Parkway East - Stage 2	Drainage Outfall	Audit	1,555,626	-8,374	0
9-W-151(101)-1	PORT TOWNSEND	San Juan Avenue	19th Street to Admiralty Avenue	Audit	27,954	0	0
9-W-151(101)-2	PORT TOWNSEND	San Juan Avenue	F Street to Lopez Avenue	Audit	65,549	0	0
9-P-107(006)-1	REDMOND	West Lake Sammamish Parkway NE	NE 51st St to Marymoor Way	Bid Award	2,780,004	-269,014	0
9-P-107(007)-1	REDMOND	148th Avenue NE @ NE 40th Street	148th Avenue NE to NE 40th Street	Bid Award	430,115	-174,915	0
9-P-135(001)-1	RUSTON	51st Street	Bennett Street to Pearl Street	Construction	755,250	0	0
9-P-101(005)-1	SEATTLE	Intermodal Station	King Street Station	Audit	384,560	-7,440	0
9-P-101(101)-1	SEATTLE	Rainier Avenue South	Jackson St to 57th Ave S	Contr Compl	367,993	-37,789	0
9-W-194(002)-1	SHELTON	North 13th	E Street to North City Limits	Audit	830,191	-1,835	0
9-P-017(101)-1	SHORELINE	3rd Avenue NW	Richmond Beach Rd to NW 205th Street	Withdrawn	10,465	-43,535	0
9-E-165(104)-1	SPOKANE	Southeast Blvd	29th Avenue to Regal Street	Audit	133,515	133,515	0
9-E-032(101)-1	SPOKANE COUNTY	Sullivan Road	Sprague Ave to Broadway	Audit	488,517	0	0
9-P-131(001)-2	SUMNER	24th Street East / SR 167 I/C	West Valley Highway to 142nd Avenue East	Bid Award	881,073	-302,219	0
9-P-128(111)-1	TACOMA	South 72nd Street	Yakima Avenue to Park Avenue	Audit	17,700	0	0
9-W-196(003)-1	TUMWATER	R W Johnson Blvd	25th Ave to Mottman Rd	Audit	184,173	0	0
9-W-184(103)-1	VANCOUVER	Fruit Valley Road	West Fourth Plain to West 34th Street	Audit	21,001	0	0
9-W-184(103)-2	VANCOUVER	Fruit Valley Road	West Fourth Plain to West 34th Street	Audit	136,098	0	0
9-W-184(104)-1	VANCOUVER	Fourth Plain Blvd	Hazelwood Dr to Falk Road	Audit	41,538	0	0
9-E-036(101)-1	WALLA WALLA COUNTY	Old Milton Highway	Peppers to Pranger	Audit	41,175	0	0
9-E-866(001)-1	WARDEN	9th/Hillside Drive	School Road to West 8th	Audit	105,629	-33,356	0
9-W-037(102)-1	WHATCOM COUNTY	Yew Street	Bellingham C/L to Samish Way	Audit	27,624	0	0
9-P-198(004)-1	WOODINVILLE	Downtown Traffic Signal Interconnect		Audit	38,490	-20,782	0
9-E-039(102)-2	YAKIMA COUNTY	Terrace Heights Drive	Keyes Road I/S	Audit	45,058	0	0
9-E-039(105)-1	YAKIMA COUNTY	South 72nd Avenue	Prasch Avenue to Mead Avenue	Audit	65,340	0	0
Total Change in TPP funds					-1,127,047		

Total Change for May 1, 2003 to June 30, 2003 -4,097,971

FY 2001-2003 Increases vs. Surpluses





ADMINISTRATIVE INCREASES ON SMALL CITY PSMP PROJECTS

July 25, 2003

BACKGROUND

In March 2003, TIB staff presented the Board with a proposal to give the Executive Director authority to approve increases of 15% of the original grant amount on Small City Pedestrian Safety & Mobility Program projects.

Delegation of Authority – Small City Pedestrian Safety and Mobility Program

Funding consideration for Small City Pedestrian Safety and Mobility Program (SC/PSMP) projects on the approved priority array – The Executive Director is given authority to authorize project funding if there has been no change in project scope and an increase in SC/PSMP funds, if required, is less than fifteen percent (15%) through Contract Completion. All other projects will be presented to the Board for their review and approval.

STATUS

Since the March 2003 Board meeting, staff have brought three Small City PSMP projects to the Board with recommendations to approve increases in excess of the 15% administrative allowance. (Cathlamet in March; McCleary and Ilwaco in May.) The agenda for this meeting also includes a request from Okanogan for a Small City PSMP increase request in excess of 15%. It has become evident that the administrative limit adopted last March is not adequate to cover the potential fluctuations in project cost at bid opening that small scale sidewalk projects are encountering. In addition, the amounts being referred to the Board are generally small in relation to the total program, and can be absorbed within project surpluses.

An administrative increase of \$25,000 would be adequate to cover these fluctuations in project cost at bid opening.

RECOMMENDATION

Staff recommends that the **Delegation of Authority – Small City Safety and Mobility Program** be amended to permit the Executive Director to approve increases of up to \$25,000.

The Executive Director is given authority to authorize project funding if there has been no change in project scope and an increase in SC/PSMP funds, if required, is less than fifteen percent (15%) up to \$25,000 through Contract Completion. All other projects will be presented to the Board for their review and approval

(Note: If this action is approved by the Board, no formal board action will be required on the Okanogan PSMP project at this meeting.)

Bid Award Increase Staff Review **Small City Pedestrian Safety & Mobility Program (SC/PSMP)**

Board Meeting Date: July 25, 2003

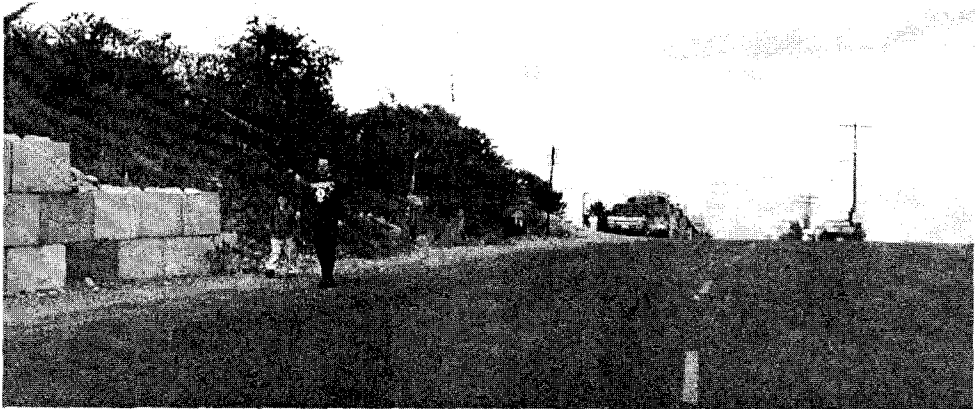
REGION	East	FUNDING YEAR	FY 2003
LEAD AGENCY	OKANOGAN	PROJECT LENGTH	1,200 feet
PROJECT NUMBER	P-E-881(P03)-1	FUNCT CLASS	Collector
PROJECT NAME	Fifth Avenue	AADT	500
	100' S of Nickell to Conconully St	VE STUDY	Not Required

PHASE	TIB Funds	Local Funds	Project Cost
Funds approved for Design Phase	11,966	630	12,596
Funds approved for Construction Phase	87,752	4,619	92,371
Requested Increase at Bid Award	<u>24,696</u>	<u>1,299</u>	<u>25,995</u>
TOTALS	\$124,414	\$6,548	\$130,962

NONELIGIBLE COST	\$ 0	TIB REIMBURSEMENT RATIO	95.0%
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LOCAL MATCH	OKANOGAN \$6,548
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EXISTING FACILITIES	No sidewalk currently exists. An elementary school is located within the project limits and children must walk on narrow, unpaved shoulders adjacent to the travel lanes unprotected from vehicle and bus traffic as shown in the picture below.
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PROJECT BENEFITS	<ul style="list-style-type: none"> Significantly improves safety for school children walking to the elementary school on Fifth by completing an ADA-compliant sidewalk corridor between the elementary school and the high school located north of the project.
PROJECT SCOPE	The project constructs five foot concrete sidewalk with barrier curb on one side of the street along with segmental block wall in limited areas. Minor drainage improvements ensure adequate storm water drainage.
DISCUSSION	The city requests an increase of \$24,696 in PSMP funds, 24.8 percent

above the amount anticipated at project selection. The increase exceeds administrative limits by \$9,738.

The city received less than favorable bids for the project. The bids exceeded the engineer's estimate by over \$20,000.

The city looked at several alternatives to address the budget shortfall. They considered rebidding the project, but because of the extremely hazardous conditions for pedestrians, and the uncertainty of a future bid, the city decided to accept the current bid.

The city also looked at shortening the project. They decided against reducing the project length because of the following factors:

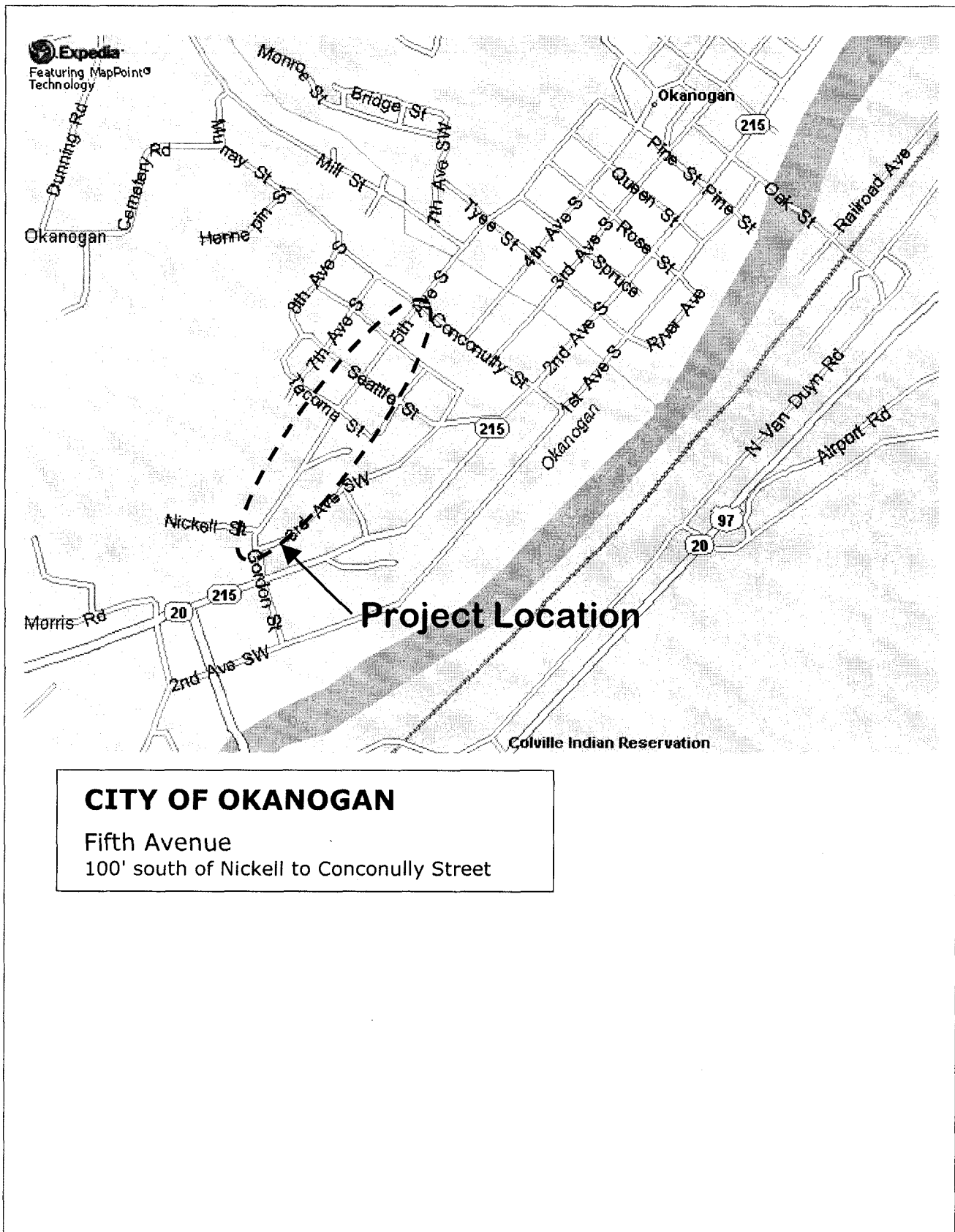
- A gap in the sidewalk system significantly reduces pedestrian safety and mobility.
- A future gap project would be much more costly than the current bid because of additional engineering, contract advertisement and bidding, contractor mobilization and smaller quantities with higher unit costs.
- The city is concerned that future funding for a gap project may not be realized.

**STAFF
RECOMMENDATION**

Staff recommends approval of a \$24,696 increase in SC/PSMP funds at the Bid Award phase of the project.

BOARD ACTION

Motion to approve an increase of \$24,696 at the Bid Award phase of the project for a total of \$124,414 in SC/PSMP funds.





CITY OF OKANOGAN

OKANOGAN, WASHINGTON 98840

120 N. 3rd Ave. • P.O. Box 752

RECEIVED

JUL 09 2003

July 7, 2003

Mr. Stevan Gorcester, Executive Director
Transportation Improvement Board
P. O. Box 40901
Olympia, WA 98504-0901

Dear Mr. Gorcester:

The City of Okanogan hereby requests an increase of \$24,696.00 to the amount authorized for TIB Project No. P-E-881(P03)-1, Fifth Avenue Sidewalk, 100' S/O Nickell to Conconully St. within the City of Okanogan.

This project was put out for bids on June 4, 2003, and bids were received and opened on June 18, 2003. We received two bids from responsible bidders, but both bids were substantially in excess of the available funding for the project. We evaluated the situation, and decided that it was in the best interest of the public to award the entire project to the low bidder for a total contract amount of \$99,968.80. This action was taken at the Regular City Council Meeting of July 1, 2003. This was determined to be the most responsible course of action because cutting back on the scope of the project would not have addressed the safety concerns that were the reason for the project initially. In addition it was the opinion of our consultant and the Council that eliminating a segment of the project in order to come in within the currently available funding would have resulted in significantly increased costs in the future. The concern is that if we left a portion of the project out it would never be completed, or that the cost would be significantly higher in the future due to the need to develop a new design, and go through an additional competitive process to secure a contractor, all at additional overhead expense.

The City has adequate funding to cover the increased matching expenditure requirements.

Thank you for your consideration of our request.

Sincerely,

A handwritten signature in cursive script that reads "Ralph S. Malone Jr.".

Ralph S. Malone Jr.
Clerk/Treasurer

Contract Completion Increase Staff Review Small City Program (SCP)

Board Meeting Date: July 25, 2003

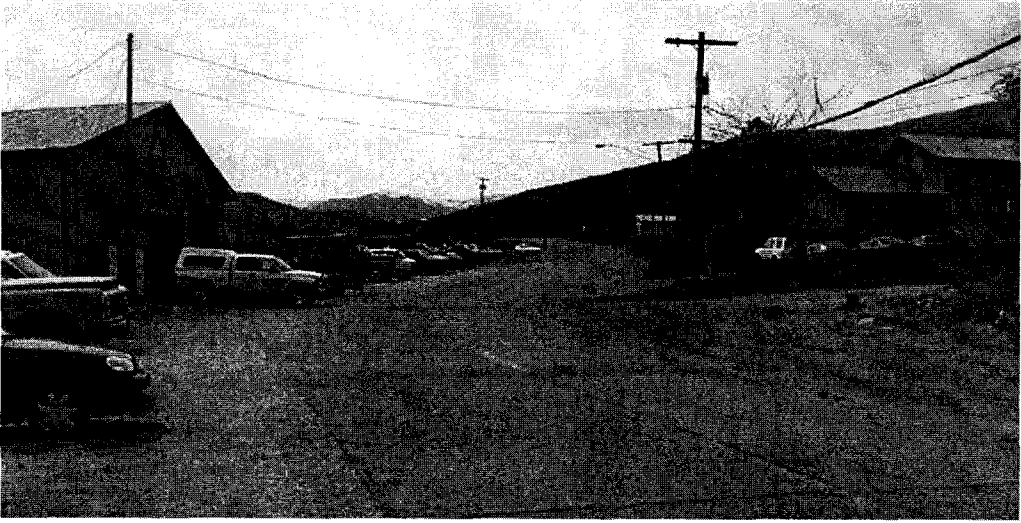
REGION	East	FUNDING YEAR	FY 2002
LEAD AGENCY	ENTIAT	PROJECT LENGTH	0.71 miles
PROJECT NUMBER	6-E-849(002)-1	FUNCT CLASS	Collector
PROJECT NAME	Entiat Way Auvil to SR 97A and Entiat River Road to Hedding	AADT	1,000
		VE STUDY	Not Required
		BID AWARD DATE	May 2002

PHASE	TIB Funds	Local Funds	Project Cost
Funds approved for Design Phase	58,620	5,037	63,657
Funds approved for Construction Phase	429,880	36,938	466,818
Increase at Bid Award	97,294	8,272	105,566
Administrative Increase at Contract Completion	27,706	2,377	30,083
Requested Increase at Contract Completion	36,917	3,167	40,084
TOTALS	\$650,417	\$55,791	\$706,208

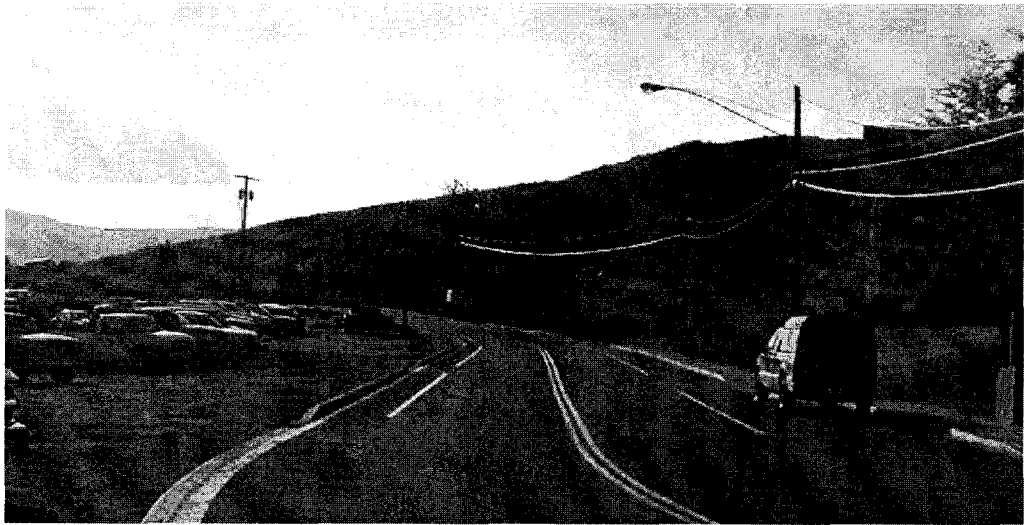
NONELIGIBLE COST	\$ 0	TIB REIMBURSEMENT RATIO	92.1%
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LOCAL MATCH	ENTIAT \$55,791
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EXISTING FACILITIES The existing roadway is a narrow, two-lane section with unpaved shoulders. Drainage facilities are inadequate causing erosion along the pavement edges. No sidewalk exists even though this is the primary walking route to the school on the southern section of Entiat Way.



BEFORE Project Improvements



AFTER Project Improvements

PROJECT BENEFITS

- Completes the Entiat Way corridor enhancing safety and mobility for vehicles and pedestrians.
- Improves access to the commercial area and public buildings located at northern end of Entiat Way.
- City's economic base is expanding due to the completion of Entiat Way.

PROJECT SCOPE

The project is the second phase of work on Entiat Way. The previous project improved the section between Hedding and Auvil Street.

The project completes reconstruction of the corridor to provide two 11-foot travel lanes with curb and gutter on both sides and five-foot sidewalk on one side only. Storm drainage improvements prevent flooding and erosion of the road surface and base.

DISCUSSION

At Bid Award, an administrative increase of \$97,294 was approved. The alternative to this increase would have been to scale back the project, creating a gap that would be eligible for a future project application, but at a higher cost.

At Contract Completion in late May 2003, the remainder of the administrative increase allowance (\$27,706) was approved to assist the city in making final payments to the contractor and consultant. The city now requests an additional increase of \$36,917 in SCP Funds from the Board, above the \$125,000 administrative limit. The total change in SCP funds from project selection to completion is \$161,917 (33.2 percent).

Several change orders and quantity overruns increased the contract cost by \$60,470. City force work to install irrigation pipe and fencing increased cost by \$6,950. A detailed explanation of the cost increases follows the staff review.

The city committed more than the minimum local match for the project. They are required to contribute five percent, but because of the importance of the project pledged approximately eight percent in local

match.

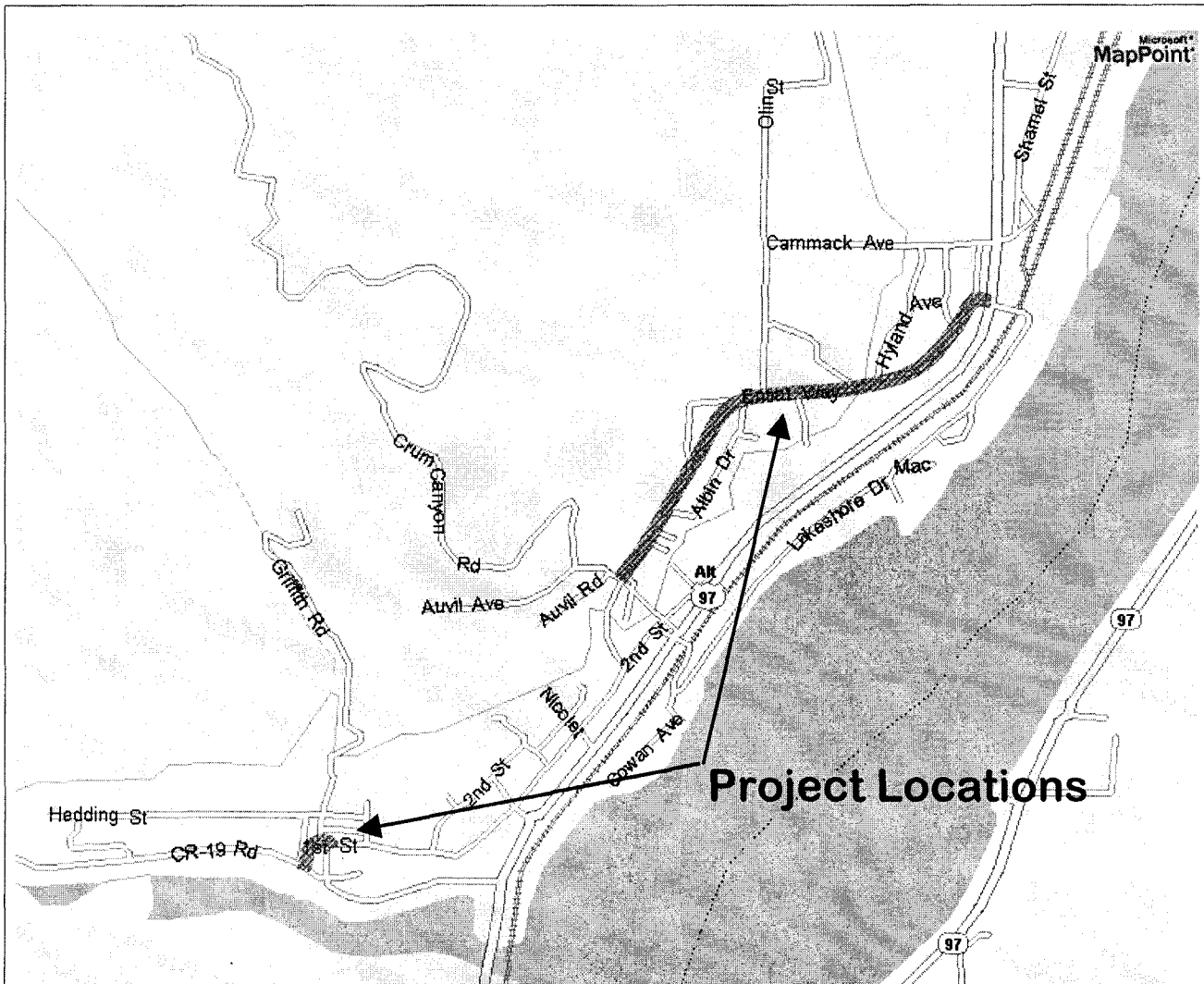
In addition, Entiat used over \$10,000 in city funds to pave Cammack Avenue. As part of the corridor improvements, Link Transit located a transit center at Cammack Avenue. The city realized the importance of upgrading Cammack to facilitate access from the Entiat Way corridor.

**STAFF
RECOMMENDATION**

Staff recommends approval of a \$36,917 increase in SCP funds at the Contract Completion phase of the project.

BOARD ACTION

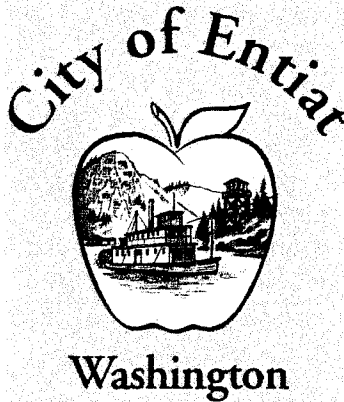
Motion to approve an increase of \$36,917 at the Contract Completion phase of the project for a total of \$650,417 in SCP funds.



CITY OF ENTIAT

Entiat Way

Auvil to SR 97A and Entiat River Road to Hedding



RECEIVED

JUL 14 2003

TIB

July 10, 2003

Steve Gorcester, TIB Executive Director
Transportation Improvement Board
P. O. Box 40901
Olympia, WA 98504-0901

Re: TIB Project No. 6-E-849(002)-1, Entiat Way

Dear Gloria:

The City of Entiat respectfully requests funding in the amount of \$36,917.00 above the SCP limit for the above referenced project. The City incurred unexpected costs on the project for safety fencing, retaining walls, rock and paving. As City revenues have been severely impacted, continued TIB funding assistance would be greatly appreciated.

The Entiat Way project has improved our roadway system immensely, and TIB is responsible for this improvement. We thank you for your past financial support and your consideration and approval of our current request.

Sincerely,

A handwritten signature in cursive script that reads "Bob Whitehall".

Bob Whitehall, Public Works Supervisor

Cc: file

P.O. Box 228, 14070 Kinzel Street • Entiat, Washington 98822
Phone: (509) 784-1500 • Fax: (509) 784-1112
Email: city@entiat.org

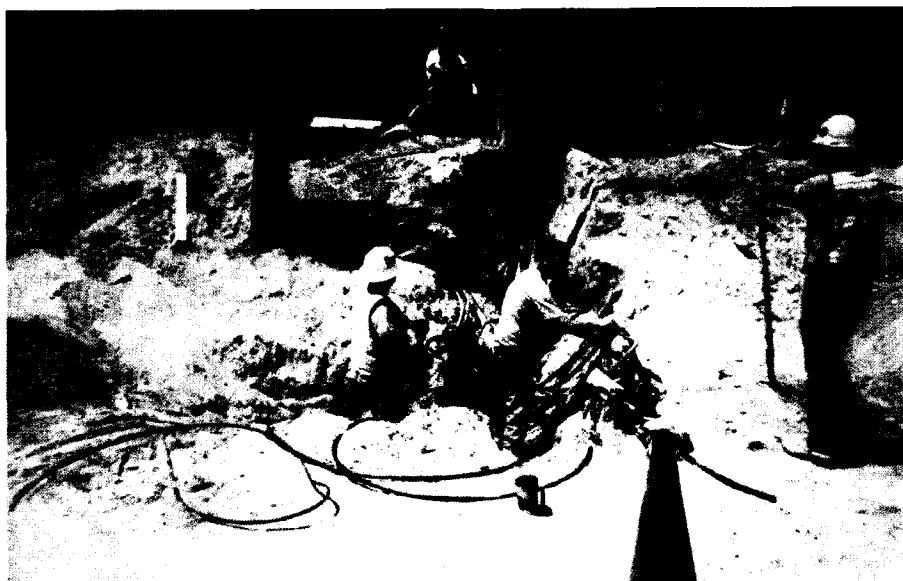
Project: Entiat Way Phase 2
TIB Project No. 6E-849(002)-1

EXPLANATION FOR COST INCREASES

The cost increases include \$5,826 under Construction Other as explained elsewhere in this transmittal. The construction contract includes increases of \$32,751 or approximately 6% of original contract. The increases are as follows:

- Change Order Number 1 - \$7,246.40
- Change Order Number 2 - \$4,278.47
- Item 17, Crushed Surfacing Top Course, overrun of 1010 tons @ \$18.50/ton = \$18,685
- Item 19, Asphalt Conc. Pavement Cl. A, overrun of 97 tons @ \$35.00/ton = \$3,400
- Item 33, Segmental Block Wall, overrun of 345 square feet @ \$16.26/square foot = \$5,600

Change Order Number 1 - Includes extra work required during installation of storm sewer improvements. The contract plans and utility locates (both at initial topographic survey and prior to excavation) showed one phone line along west side of road, the side of the road that includes most of the storm drainage inlets and infiltration systems. The contractor and engineer figured that installation could occur fairly easily by creating enough slack in single line to install inlets and locate pipe beneath or beside line. Excavation showed 4 to 5 phone lines along west side of street that consistently impeded Contractors progress and ability to install the facilities. The change order amount covers approximately 75 percent of his increased costs. Those costs determined by Engineer to be outside what a reasonable contractor would expect.



After initial excavation and discovery of conflicts a meeting was held between Contractor, City and Engineer. The option of Contractor stopping work until the phone lines could be moved was evaluated. In order to complete the work this construction season it was decided to move forward with City paying the added Contractor costs. Shutting down project until utilities relocated would

have cost additional money in standby time and mobilization. A copy of the change order is attached.

Change Order Number 2 – Includes extra work required to install a new concrete inlet and connect a new 12” storm drain to existing storm drain at the northwest quadrant of the SR 97A/Cammack intersection, and install an additional catch basin and 40 linear feet underdrain system at station 148+37 left. The additional work at Cammack was required due to the rebuilding of intersection. An additional structure was required to collect stormwater and prevent ponding on SR 97A at the new intersection turn radius. The additional work at station 148+37 was driven by changes made to the roadway profile during construction in order to maintain adequate cover over an existing waterline. Changes to the profile created an additional sag curve at station 148+37 that needed to be drained. A copy of the change order is attached.

Item 17, Crushed Surfacing Top Course - Top course quantity overrun by 1010 tons. Minor amounts of additional top course were placed at driveway tie-ins that were extended. The City’s inspector potholed surfacing at several locations to verify depths prior to paving to try and explain overrun. Results of potholing showed that Contractor placed surfacing depths as shown in the Plans. In addition all trucks were tared and weighed by WSDOT scale person utilizing same pit and scale for concurrent WSDOT project. Source of overrun results from mistakes in the quantity take offs. Quantity of top course was under estimated in the contract documents.

Item 19, Asphalt Conc. Pavement Cl. A – Asphalt quantity overrun by 97 tons. Overrun due to additional ACP placed at driveway cross street tie-ins.

Item 33, Segmental Block Wall – This item overrun by 345 square feet. The Overrun was due to the construction of two small additional walls at locations where utilities were relocated at the right of way line, at the top of cut slope. The wall locations are both in 2-5 foot cuts where constructed cut slope from relocated utility to back of sidewalk were too steep to remain in-place without raveling onto sidewalk and possibly undermining utility. Chelan County PUD relocated poles several feet inside right of way to keep full width of mast arms on City right of way, PUD policy. Project design assumed that poles would be relocated one foot inside City right of way, which would have allowed for construction of the planned cut slope without wall.

Application Staff Review
City Hardship Assistance Program (CHAP)
Board Review Date: July 25, 2003

REGION	Northwest	FUNDING YEAR	FY 2004
LEAD AGENCY	SEQUIM	PROJECT LENGTH	4,800 feet
ARTERIAL NAME	Washington Street	FUNCT CLASS	Principal
TERMINI	Rhodefer Road to Sunnyside Road	AADT	
		VE STUDY	Not Required
		BID AWARD TARGET	Aug 2003

Phase	TIB Funds	Local Funds	Total Cost
DESIGN Funds to be approved for Design	39,000	0	39,000
Funds to be approved for Right of Way	0	0	0
CONSTRUCTION Funds estimated for Construction	780,000	0	780,000
TOTALS	\$819,00	\$ 0	\$819,000

NONELIGIBLE COST	\$0	TIB REIMBURSEMENT RATIO	100.0%
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LOCAL MATCH	Sequim \$0
EXISTING FACILITIES	The roadway section between Rhodefer Road and Blake Avenue consists of two 12-foot travel lanes and two 8-foot shoulders, and between Blake Avenue and Sunnyside Avenue it consists of four 12-foot travel lanes with a center left turn lane. The existing ACP has reflective pavement cracking and settlement caused by the existing concrete panel. There is some rutting and areas of patching and utility cuts. The roadway is improperly crowned for drainage.
PROJECT BENEFITS	This project will enhance the easterly approach to their newly revitalized Central Business District. The city is currently advertising for bidders for the Rural Economic Vitality project. The economy of scale of the projects should produce better bid prices.
PROPOSED WORK	The proposed improvement will include planing the existing asphalt, repairing base failures, placing geo-grid fabric over the entire area to be overlaid, pre-leveling areas to improve cross drainage and placing an overlaying to a minimum of 3-inch compacted depth of asphalt concrete pavement. The roadway will be re-stripped as required.
DISCUSSION	The DOT turned back Washington Street (SR-101) from the east end of the by-pass to the west end of the by-pass to the city in 1999. The city has submitted a complete application to perform all of the required work on Washington Street. This first phase of the project will be the funding of Rhodefer Road to Sunnyside Road. The agency will be submitting the remaining projects for funding consideration during in the next construction season at an estimated additional cost of \$718,300.

**STAFF
RECOMMENDATION**

Staff recommends the Board select this project for CHAP funding and approve \$39,000 in CHAP funds for the Design Phase of the Washington Street Project from Rhodefer Road to Sunnyside Road.

ACTION ITEM

Motion to select the Washington Street project for CHAP funding and approve \$39,000 for the Design Phase.

RE: City Hardship Assistance Program (CHAP) Funding Request

July 01, 2003

John Dorfield, P.E
Project Engineer
Washington State
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

Dear John;

This letter is in regards to the development of the Sequim Bypass and turn back of SR101 (Washington Street) to the City of Sequim. I sent you most of this information last year, but have updated it, and am requesting funding for our Washington Street CHAP project this year. The Washington Street (old SR101) has poor pavement conditions, deteriorated roadway and safety issues that meet your CHAP priority criteria. The key to doing this at this time is the relationship between this CHAP project and the Downtown Economic Revitalization project. Both of these projects could go to advertisement and be awarded at approximately the same time, providing the possibility of saving funds on asphalt cost and other costly items. When projects of this nature can be joined, while still keeping the projects separate, the potential for savings is substantially increased. Both projects could be done at the same time, while keeping them totally independent of each other yet still working together to save funds. This would be similar to your paving projects with other cities and the Department of Transportation.

As you know, the City of Sequim is located on the Olympic Peninsula in the northwest corner of Washington State. Prior to construction of the bypass, SR 101 (Washington Street) was a recognized State Scenic and Recreational Highway, a major regional touring route, and the primary commuter and commercial corridor for residents of the northeast Olympic Peninsula. The region attracts visitors from across the nation and the world, all of which utilized SR101 (Washington Street) along with local and commercial trucking traffic prior to the construction of the bypass. SR 101 served as a primary freight route for the transport of freight and goods through the community and across the Olympic Peninsula.

Based on the traffic level of service conditions on Highway 101, the Washington Department of Transportation constructed a four and one-half mile long highway bypass southerly around the City, relocating the highway approximately 2,500 feet from the existing corridor. While this highway improvement has greatly improved vehicle movement within the City, it has also had profound impacts on business activity and land use development patterns in the community. The new highway has re-routed half of the existing traffic away from the established economic base of the community. In addition, the new highway has contributed to development pressures outside the long-recognized commercial core of the community, and has literally paved the way for commercial sprawl.

Even before the bypass opened, we saw commercial sprawl occur outside of the City's defined urban growth area in preparation for the opening of the bypass. The City has developed its sewer and water systems to accommodate commercial and residential growth over the next 20 years, and is consistent with Washington State's Growth Management Act, which states that future growth should be directed to the City's urban growth area.

The historic role of the downtown, as a rural service center, has shifted in the face of the decline in the timber, fishing, and farming industries, as well as the loss of tourist traffic due to the bypass and competition from new strip commercial developments located to the east and west of the City. Today Sequim depends more on a pass through tourist dependent trade that is very seasonal in nature.

Based on the City's Comprehensive Plan adopted under the Washington State Growth Management Act, the City of Sequim is committed to preserving the vitality of its existing commercial core. Through the coordination of transportation infrastructure funding and growth management principals, the City will strengthen the economy of its downtown so merchants can grow and prosper and not be forced to seek greater returns by relocating along the new highway alignment or beyond the limits of the urban growth boundary. To do so, the City must make specific improvements to connect the new highway with the existing commercial core as well as make specific repairs and continued maintenance to Washington Street (SR101) to ensure efficient access to jobs, services, and centers of trade.

When the bypass was completed, the City was notified that SR101 (Washington Street) would be turned over to the City for ownership, along with responsibility for all repairs and maintenance. The Washington State Department of Transportation did do some patching and improvements, and is working with the City on a grant the City has received (REV) that will help restore some of the roads in the downtown core. When the turn-back was completed by the State, the City became responsible for approximately 3.3 miles of road, with a width of approximately 50 to 100 feet. With this came an added maintenance burden to the city.

The City of Sequim is requesting that City Hardship Assistance Program (CHAP) funding be provided to the City to assist in the offset of this major short and long-term maintenance and repair issue. We understand that the CHAP program is a competitive program that provides assistance for certain states highways turned back to small cities and that the program is limited to costs associated with major maintenance rehabilitation issues of the turn back only. The City also understands this program does not participate in costs for street widening, added lanes, utility up-sizing, landscaping or sidewalk installation but is primarily limited to pavement damage and maintenance type restoration. The City has determined the type of restoration which is needed for this project, completed the funding application, vicinity map, engineer's estimate of the proposed costs and a project schedule from application to project completion. (See attached.) All of Washington Street (old SR101) will be in the City's Six Year Transportation Improvement Plan. ***This project has also been broke down into three phases to show the cost associated with each portion/section of the project.***

With the lack of funding for street improvements, the added hardship of the turn back, and the future closure of the Hood Canal Floating Bridge for repair and maintenance, the City (our community) has not and will not be able to take advantage of the tourist traffic that will benefit Sequim's economic growth in the future.

Time is of the essence because existing businesses that form the base for the economy may be lost in the near future. The level of service for Washington Street must be upgraded in order to allow the City of Sequim to continue in its efforts to preserve the economic vitality of the community. We look forward to working with the excellent staff at the Washington State Transportation Improvement Board.

If you have any questions or comments please feel free to contact me at (360) 683-4908.

James E. Bay
Director of Public Works
152 West Cedar Street
Sequim, WA 98382
jamesbay@olypen.com

CITY of SEQUIM CLALLAM COUNTY, WA

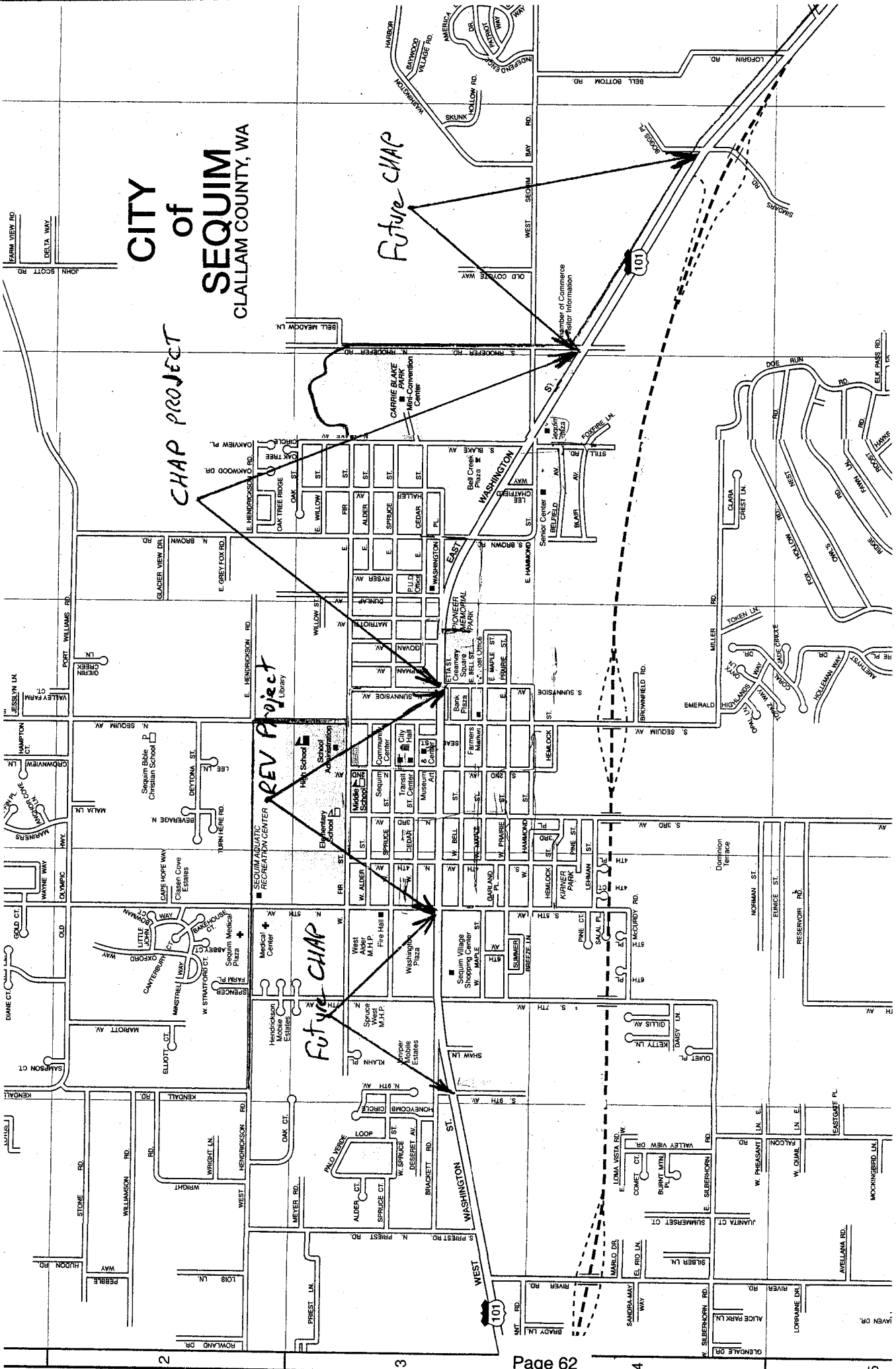
CHAP PROJECT

Future CHAP

REV PROJECT

Future CHAP

Number of Commerce
Major Information





TIB Sign Policy

July 25, 2003

BACKGROUND

In 1999, the Board adopted the requirement for a funding sign at the beginning of each TIB project. Signs were required to give motorists an idea of the funding sources of a project under construction. At the time the policy was adopted the Board discussed the additional cost associated with the sign requirement. The Board agreed that there were benefits to educating motorists on the use of state fuel tax proceeds.

STATUS

Requiring the placement of funding signs has been moderately successful. As part of the recent process improvement effort project engineers have been active in ensuring project signs are placed on all TIB projects. At a number of milestones throughout the life of a project, local agencies are notified of the requirement.

The policy identifies a basic list of requirements including how TIB funds should be identified, size of the sign, and logo requirements. Currently, TIB funds on a project are identified as "State Fuel Tax" and there are no additional requirements on projects that receive the majority of their funding from the TIB. In order to improve the visibility of TIB funds, there are a number of changes that can be made to the current policy that does not raise the overall cost of the sign.

RECOMMENDATION

Staff recommends the following three changes to the sign policy:

1. Increase the size of the logo so it is more easily seen
2. Prominently place the logo if TIB has provided the majority of the funding
3. Identify TIB funding as "State Transportation Improvement Board" and not as "State fuel tax"

POL-812 TIB Sign Policy

The purpose of this policy is to identify to the public, projects which are funded in part with motor vehicle fuel tax administered by the Transportation Improvement Board.

Transportation improvement projects funded by the Transportation Improvement Board shall include a suitable project sign which includes as a minimum the following information:

- The name of the project
- The lead agency name

- The funding partners, and the funding provided by each partner

The sign shall be at least 4 feet by 8 feet in size, and shall be mounted near the beginning of the project. The funding sources and amounts shall be listed in 2-inch or larger lettering. If logos are used to identify funding partners, the logos shall be at least ((4)) 8 inches in height. If the Transportation Improvement Board is the major funding partner, the TIB logo shall be prominently placed along with the local agency logo.

The TIB funds shall be identified as "State ((Fuel Tax)) Transportation Improvement Board."

If the lead agency has a standard sign design for its capital improvement projects, it may be used as long as the TIB funding information is provided.

Motion to adopt the staff recommended changes to Policy 812 TIB Sign Policy



State of Washington
Transportation Improvement Board

TIB 2004 Proposed Meeting Schedule
July 25, 2003

Date	City
January 22-23	Olympia
March 25-26	SeaTac
May 20-21*	Chelan
July 22-23	Spokane Valley
September 23-24	Grandview
November 18-19**	Bremerton

*Meeting date moved to THIRD Thursday & Friday of month due to Memorial Day weekend.

**Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.